SUPERIOR COURT OF THE STATE OF CALIFORNIA

COUNTY OF ALAMEDA

ALAMEDA COUNTY TAXPAYERS' ASSOCIATION, INC., a California non-profit corporation; MARCUS CRAWLEY; MONTCLAIR VILLAGE HARDWARE; and TRANSPORTATION SOLUTIONS DEFENSE AND EDUCATION FUND, a California nonprofit corporation;

Plaintiffs-Petitioners,

vs.

TRI-VALLEY-SAN JOAQUIN VALLEY REGIONAL RAIL AUTHORITY (AUTHORITY), a public entity; BOARD OF DIRECTORS OF AUTHORITY, its governing board; KEVIN SHERIDAN, in his official capacity as Executive Director of AUTHORITY; MICHAEL TREE, in his official capacity as former Executive Director of AUTHORITY; ALAMEDA COUNTY TRANSPORTATION COMMISSION (ALAMEDA CTC), a joint powers agency; COMMISSION OF ALAMEDA CTC, its governing board; TESS LENGYEL, in her official capacity as Executive Director of ALAMEDA CTC; METROPOLITAN TRANSPORTATION COMMISSION (MTC), a local area planning agency; COMMISSION OF MTC, its governing board; BAY AREA TOLL AUTHORITY (BATA), a public instrumentality; THERESE W. McMILLAN, in her official capacity as Executive Director of MTC and BATA; and DOES 1 through 100, inclusive;

Defendants-Respondents.

Case No.: RG21110126

ASSIGNED FOR ALL PURPOSES TO JUDGE Michael M. Markman
DEPARTMENT 1

ADMINISTRATIVE RECORD FOR THE SEVENTH CAUSE OF ACTION OF FIRST AMENDED COMPLAINT

(Calendar Preference per Code Civ. Proc. § 526a(c))

Action filed: August 10, 2021

Volume 1 of 1
Pages 1-4208

Exhibit A

ACTA, Inc. et al. v. Tri-Valley-San Joaquin Valley Regional Rail Authority et al.
Alameda County Superior Court Case No. RG21110126
Seventh Cause of Action Chronological Index

The following documents constitute the Administrative Record for the Seventh Cause of Action:

(1) Documents to be included in the Administrative Record for the Seventh Cause of Action from the Administrative Record for the Third and Fourth Causes of Action:

Date	Title	Vol.	Bates No.
7/26/02	I-580 BART to Livermore Study	1	53-344
3/25/03	I-580 HOV Project Public Meeting	1	345-359
3/10/14	A Presentation to the City of Livermore: 2014 Transportation Expenditure Plan	1	840-848
8/1/14	BART 2014 Plan Transportation Opportunities	1	849-850
8/1/14	Tri-Valley 2014 Plan Transportation Opportunities	1	851-852
8/1/14	Livermore 2014 Plan Transportation Opportunities	1	853-854
11/4/14	Measure BB in Voter Information Guide	1	855-903
8/1/18	BART to Livermore Fact Sheet	3	6008-6009
11/19/20	10-Year Priority Projects and Programs for the 2020 CTP	6	10768-10791

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5/28/20	Alameda CTC 2020 Comprehensive Investment Plan Update	915
5/28/20	Alameda CTC Commission Meeting Minutes	1097
5/28/20	Alameda CTC Commission Meeting Video (MP4 format*)	*

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9/24/20	Alameda CTC Meeting-Item 7.1-Jason Bezis Comment Letter Dated September 24, 2020	3241
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4/22/21	Alameda CTC Commission Staff Report Item 6.5	3313
4/22/21	Alameda CTC Commission Meeting Minutes	3325
6/2021	Alameda CTC FY2020/21 MBB Direct Local Distributions	3333
7/22/21	Alameda CTC 2022 Comprehensive Investment Plan	3334
2022	Alameda CTC FY2021/22 MB & MBB ST Monthly Distributions (Excel format*)	*
4/28/22	Alameda CTC 2022 Comprehensive Investment Plan Update	3528
6/2022	Alameda CTC FY2021/22 MBB Direct Local Distributions	3722
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5/25/23	Alameda CTC 2024 Comprehensive Investment Plan	3723
6/2023	Alameda CTC FY2022/23 MBB Direct Local Distributions	3783
5/23/24	Alameda CTC 2024 Comprehensive Investment Plan Update	3784

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5/27/25	Alameda CTC 2026 Comprehensive Investment Plan	3993
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Alameda County's 20-Year Transportation Expenditure Plan

July 2000

Alameda County's 20-Year Transportation Expenditure Plan

Regional Priorities

- Expand Mass Transit
- Improve Highway Infrastructure
- Improve Local Streets and Roads
- Improve Bike and Pedestrian Safety
- Expand Special Transportation for Seniors and People with Disabilities

This text can also be found at www.acta2002.com

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Alameda County 20-Year Transportation Expenditure Plan Executive Summary

The Plan provides a balance between mass transit and road improvements.

The Alameda County 20-Year Transportation Expenditure Plan will guide the expenditure of more than $1.4 billion in county transportation funds generated through the continuation of Alameda County's half-cent transportation sales tax over the next 20 years, if approved by voters in the November 2000 election. Alameda County's current transportation Plan, approved by voters in 1986, expires in March 2002. The new Plan was developed to serve major regional transportation needs in Alameda County and addresses congestion in every major commute corridor in the county.

The Plan provides a balance between mass transit and road improvements. It funds major expansions of the Bay Area Rapid Transit (BART) system within Alameda County, the Altamont Commuter Express (ACE) Rail Service, and countywide express, local and feeder bus service. It expands special transportation services for seniors and people with disabilities, recognizing that the dema nds for these services will increase with our aging population. The Plan also provides funding for critical capital projects where expansion of the county's aging highway infrastructure is needed, including funds for new lanes and interchange improvements on I-580, I-680, I-880, I-238, and State Routes 84 and 92.

Status of the current Expenditure Plan

In 1986, Alameda County voters authorized a half-cent transportation sales tax to finance improvements to the County's overburdened transportation infrastructure. This tax expires in 2002. A detailed Expenditure Plan guides the use of those funds. The 1986 Expenditure Plan authorized the expenditure of local transportation funds to extend BART to Dublin/Pleasanton, open 22 miles of carpool lanes on I-880, and maintain and expand bus service throughout the county.

In addition, the current Plan funds special transportation services for seniors and people with disabilities. The Plan also provided congestion relief throughout Alameda County by adding lanes to I-880 overpasses, improving the I-580/680 interchange in Dublin and Pleasanton which included widening sections of I-580, reconstructing the Route 13/Highway 24 interchange, extending Route 84 in Livermore to remove highway traffic from the downtown area, improving access to the Oakland International Airport, and upgrading surface streets and arterial roadways.

Certified annual audits have verified that 100% of the public funds authorized in Measure B have been spent in accordance with the approved Expenditure Plan.

Most of the 10 major projects authorized by the current Expenditure Plan have been completed or are under construction, and those that are still in the design and review stage are scheduled to begin construction in the next few years. Certified annual audits have verified that 100% of the public funds authorized in the current Expenditure Plan have been spent in accordance with the approved Expenditure Plan.

In addition, the existing Expenditure Plan has attracted supplemental funds of over $400,000,000 from outside sources for Alameda County capital investments.

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Benefits of the current Expenditure Plan

Each year, the existing Expenditure Plan supports almost seven million trips on transit and by people choosing to share a ride.

The Dublin/Pleasanton BART extension and new carpool lanes on I-880 currently result in over 15,000 people using transit or sharing a ride each day rather than driving alone on Alameda County's overcrowded roads. AC Transit service funded by the current Plan transports 6.6 million riders per year, the equivalent of the Bay Area population. The current Plan also funds special transportation services that provide 150,000 trips each year for seniors and people with disabilities.

Annual audit of current Expenditure Plan

The Alameda County Transportation Authority has been audited each year since revenues have been collected. Recent audits have been completed in record time and all funds are in order. Over 200 audits have been conducted for funds passed to the cities, the County, AC Transit, and for special transportation services for seniors and people with disabilities.

Regional priorities of the new Plan

The new Expenditure Plan will address congestion in every key commute corridor in Alameda County. The Plan identifies each major commute corridor in the county and prioritizes projects and expenditures to relieve congestion. The priorities of the Plan include:

This Plan addresses congestion in every key commute corridor in Alameda County.

1. **Expand mass transit programs that have a demonstrated ability to get people out of their cars.** These include major new expansions of the BART system in the county, Altamont Commuter Express Rail service, and express, local and feeder bus services.
2. **Improve the County's aging highway infrastructure.** The Plan authorizes major new projects to improve interchanges, open new lanes, and improve surface streets and arterial roads that feed key commute corridors.
3. **Maintain and improve local streets and roads.** The current Expenditure Plan provides critical funds to Alameda County and every city for maintenance and upkeep of local streets and roads. The new Plan will continue to fund these activities: repaving streets, filling potholes, and upgrading local transportation infrastructure.
4. **Improve bike and pedestrian safety .** The Plan funds significant improvements in bike and pedestrian infrastructure to improve access and maximize safety for cyclists and pedestrians.
5. **Expand special transportation services for seniors and people with disabilities.** The Plan significantly increases funds to better serve people with special transportation needs and the growing aging population in Alameda County.

What specifically is in the Plan

The total net revenue from the sales tax estimated for the 20-Year Expenditure Plan is $1,420,870,122. This amount will attract an additional estimated $577 million in local, state and federal funds, totaling almost $2 billion for Alameda County transportation improvements based on the half cent sales tax revenues.

Funding allocations for each of the regional programmatic priorities in the Plan are listed in Table 1. (see next page)

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Table 1 – Projects and Programs by Regional Priority

Priority	Type	Projects	Funds Allocated
Mass Transit			**$612,085,967**
	BART	• South Fremont Extension • Oakland Airport Connector • Fruitvale BART Transit Village • I-580 Corridor/BART to Livermore Studies • Union City Intermodal Transit Station	
	Rail	• Altamont Commuter Express (ACE) Rail • Dumbarton Corridor Improvements	
	Countywide Express, Local and Feeder Bus Service	• A.C. Transit Services • Countywide Express Bus Service • Livermore/Amador Valley Transit Authority (LAVTA) Services (Wheels) • Union City Transit	
	Other Mass Transit Programs	• Alameda/Oakland Transbay Ferry Service • Transit Center Development Fund	
Highway Infrastructure			**$236,200,000**
	I-680 Corridor	• I-680 Express Lane Improvements • I-680/I-880 Cross Connector Studies	
	I-880 Corridor	• I-880/Jackson/Broadway Interchange • Washington Avenue Interchange/San Leandro	
	I-580 Corridor	• I-580 Eastbound Auxiliary Lane • I-580 Interchange Improvements/Castro Valley	
	I-238 Corridor	• I-238 Widening	
	State Route 92 Corridor	• I-880/SR92 Reliever-Clawiter/Whitesell Interchange	
	State Route 84 Corridor	• Isabel Route 84/I-580 Interchange • Route 84 Expressway	
	Congestion Relief Emergency Fund	• Countywide funds to address future congestion	
Local Streets and Roads			**$343,292,426**
		• Programmatic discretionary transportation funds for all cities and the County • Specific transportation capital improvements for surface streets/arterial roads	
Bike and Pedestrian Safety			**$80,648,506**
		• Downtown Oakland Streetscape Improvement Project • Iron Horse Bicycle, Pedestrian, and Transit Route • Countywide bicycle and pedestrian improvements	
Special Transit for Seniors and People with Disabilities			**$148,643,224**
		• Countywide special transportation services for seniors and people with disabilities	

What is in the Plan by commute corridor

The 20-Year Transportation Expenditure Plan addresses congestion in every commute corridor within the County. Recognizing the importance of all commute options, improvements to the commute corridors listed in Table 2 are a combination of transit, highway, and street and road improvements.

Table 2 – Projects and Programs by Commute Corridor

Corridor Improvements	Projects
I-680 Corridor	ACE Rail Operations ACE Rail Capital Improvements BART South Fremont Extension Express, Local and Feeder Bus Services I-680 Express Lane Improvements I-680/I-880 Cross Connector Studies Iron Horse Bicycle, Pedestrian, Transit Route Isabel Route. 84/I-580 Interchange LAVTA Operations (Wheels and special transportation for seniors and disabled) Route 84 Expressway Union City Intermodal Station Union City Transit
I-880 Corridor	Alameda/Oakland Transbay Ferry BART South Fremont Extension BART/Oakland Airport Connector Dumbarton Corridor Improvements Express, Local and Feeder Bus Services Fruitvale BART Transit Village I-880/92 Reliever Clawiter/Whitesell Interchange I-880/Jackson/Broadway Interchange Union City Intermodal Station Union City Transit Washington Interchange Westgate Extension
I-580 Corridor	ACE Rail Operations ACE Rail Capital Improvements Express, Local and Feeder Bus Services I-580 Eastbound Auxiliary Lane I-580 Interchange Improvements/Castro Valley I-580 Corridor/BART to Livermore Studies Iron Horse Bicycle, Pedestrian, Transit Route Isabel Route 84/I-580 Interchange LAVTA Operations (WHEELS and special transportation for seniors and people with disabilities)
I-238 Corridor	I-238 Widening Lewelling/E. Lewelling Widening
I-80 Corridor	AC Transit Quality Bus –San Pablo/Telegraph Alameda/Oakland Transbay Ferry Express, Local and Feeder Bus Services
SR 92 Corridor	I-880/SR92 Reliever Clawiter/Whitesell Interchange
SR 84 Corridor	Dumbarton Corridor Improvements Isabel Route 84/I-580 Interchange Route 84 Expressway

Extensive public involvement guided development of the Expenditure Plan.

How the Plan was developed

Extensive public involvement guided development of the new Expenditure Plan. A 40-member expenditure committee representing the diverse interests in Alameda County solicited extensive public input over a two-year period to develop the initial plan. Environmental groups, social justice organizations, trade unions and transit advocates and advocates for seniors and the disabled were intimately involved in Plan development. Outreach to these groups and businesses large and small resulted in changes to the Plan, ensuring that the Plan will serve the county's diverse transportation needs. Further input was sought from civic groups and the County and every city in Alameda County.

City Councils for all 14 cities in the County and the County Board of Supervisors each held public meetings and approved the final Plan.

Citizen oversight

A Citizens Watchdog Committee will be created with the assistance of the League of Women Voters and other citizen's groups. This committee will report directly to the public and will be charged with reviewing all expenditures of the Agency. The Citizens Watchdog Committee members must consist of private citizens. Members cannot be elected officials at any level of government nor public employees from agencies that either oversee or benefit from the proceeds of the sales tax. Membership will be restricted to individuals who live in Alameda County.

ACTC_AR0008

Alameda County 20-Year Transportation Expenditure Plan

The Alameda County 20-Year Transportation Expenditure Plan will guide the expenditure of more than $1.4 billion in county transportation funds . The Plan was developed to serve major regional transportation needs in Alameda County and addresses congestion in every major commute corridor in the county. Alameda County's current transportation Plan was approved by voters in 1986. This tax expires in March 2002. The new Plan describes the way funds that are generated through the 20-year renewal of the county's half cent retail transactions and use tax ordinance will be spent.

The Plan provides a balance between mass transit and road improvements.

The new Expenditure Plan provides a balance between mass transit and road improvements. It funds major expansions of the BART system within Alameda County, the Altamont Commuter Express Rail Service, and countywide express bus, local and feeder bus service. It expands special transit services for seniors and people with disabilities, recognizing that the demands for these services will increase with our aging population. The Plan also provides funding for critical capital projects where expansion of the county's aging highway infrastructure is needed, including funds for new lanes and interchange improvements on I-580, I-680, I-880, I-238, and State Routes 84 and 92.

Regional priorities of the new Plan

The new Expenditure Plan addresses congestion in every key commute corridor in Alameda County . The Plan identifies each major commute corridor in the county and prioritizes projects and expenditures to relieve congestion. The priorities of the Plan include:

1. **Expand mass transit programs that have a demonstrated ability to get people out of their cars.** These include major new expansions of the BART system in the county, Altamont Commuter Express Rail service, and express, local and feeder bus services.

2. **Improve the County's aging highway infrastructure.** The Plan authorizes major new projects to improve interchanges, open new lanes, increase safety, and improve surface streets and arterial roads that feed key commute corridors.

3. **Maintain and improve local streets and roads.** The current Expenditure Plan provides critical funds to every Alameda County city for maintenance and upkeep of local streets and roads. The new Plan will continue to fund these activities, repaving streets, filling potholes, and upgrading local transportation infrastructure.

4. **Improve bike and pedestrian safety .** The Plan funds significant improvements in bike and pedestrian infrastructure to minimize traffic disruption and maximize safety for cyclists and pedestrians.

5. **Expand special transportation services for seniors and people with disabilities.** The Plan significantly increases funds to better serve people with special transportation needs and the growing aging population in Alameda County.

Regional Priorities

1. **Expand mass transit**
2. **Improve the County's aging highway infrastructure.**
3. **Maintain and improve local streets and roads.**
4. **Improve bike and pedestrian safety.**
5. **Expand special transportation services for seniors and people with disabilities.**

Regional priority expenditures

The Expenditure Plan identifies five regional transportation priorities that will guide expenditures of county transportation sales tax revenues over the next twenty years: mass transit, highway infrastructure, local streets and roads, bike and pedestrian safety, and special transportation for seniors and people with disabilities. Expenditures within these categories are identified as either programmatic or capital project expenditures. Funding for programs are intended to reflect geographic equity based on the population projections for the County in 2005.

Programmatic expenditures will generally be disbursed on a monthly basis, based on a set percentage of net revenues which are included in the descriptions of programmatic expeditures (see Appendix A). Each agency that receives these funds will be responsible for using these funds for the projects and programs in the Expenditure Plan. The use of these funds will be audited annually.

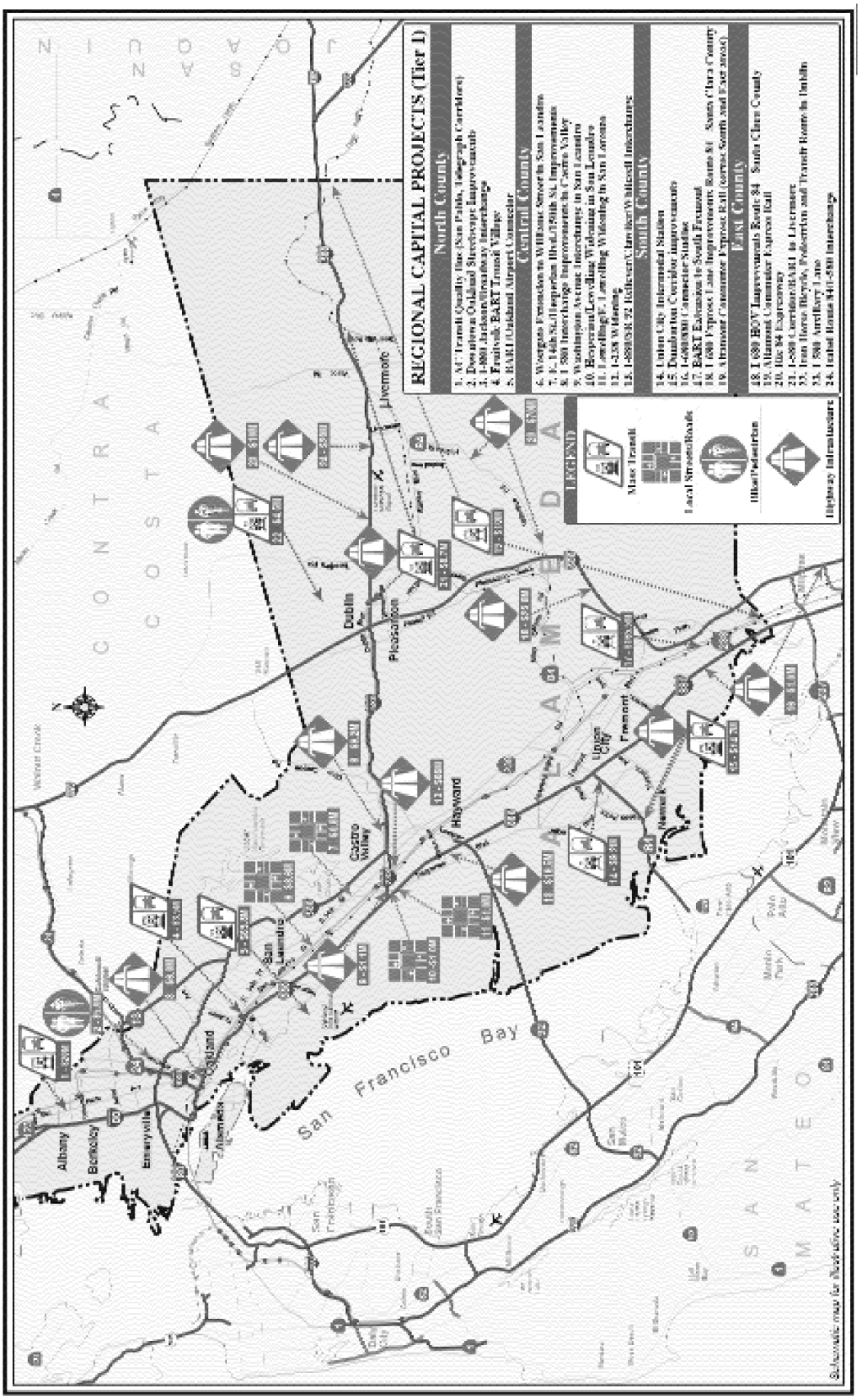
Capital project expenditures are delineated between Tier 1 and Tier 2 projects to ensure flexibility while providing very clear direction for funding priorities. Tier 1 projects are designed to be funded with sales tax receipts, based on the current assumptions for revenue growth and construction cost escalation. Some projects will also receive funding from other sources. Tier 2 projects will receive sales tax funds only in the event that more funds than anticipated become available.

The following highlights the regional priority expenditures for capital and programmatic expenditures for both Tier 1 and Tier 2 capital expenditure components of the Plan.

Summary descriptions and conceptual maps of Tier 1 and Tier 2 projects are provided. These maps are intended to be conceptual only, and do not indicate specific route alignments. In most cases, specific alignments will be detailed after further study and environmental review. The following project descriptions identify project costs (in 1998 $), funding allocations from the sales tax and other sources, and the project sponsor to which allocations will be provided.

ACTC_AR0010

Location of Regional Projects



Mass Transit

BART Capital Projects:

Capital expenditures:

BART Extension to South Fremont (to connect to Santa Clara County Extension) -BART

Sales Tax Funding	$165,500,000	Tier 1(plus $85.9 M in Tier 2)
Other Funding Sources	$380,800,000	State, Federal, and Local sources
Project Cost	$546,300,000	

This project funds the first phase of a BART rail extension that will ultimately extend into Santa Clara County. Funds for construction of the first segment of the BART rail extension to Warm Springs in Southern Fremont may not be used until full funding for the rail connection to Santa Clara County is assured. Project development, right-of way, design, and station site development costs are eligible prior to securing full funding for the rail construction.



BART Oakland Airport Connector - BART

Sales Tax Funding	$65,800,000	Tier 1 (plus $7.2 M in Tier 2)
Other Funding Sources	$64,200,000	Port, Bridge Tolls, and other sources
Project Cost	$130,000,000	

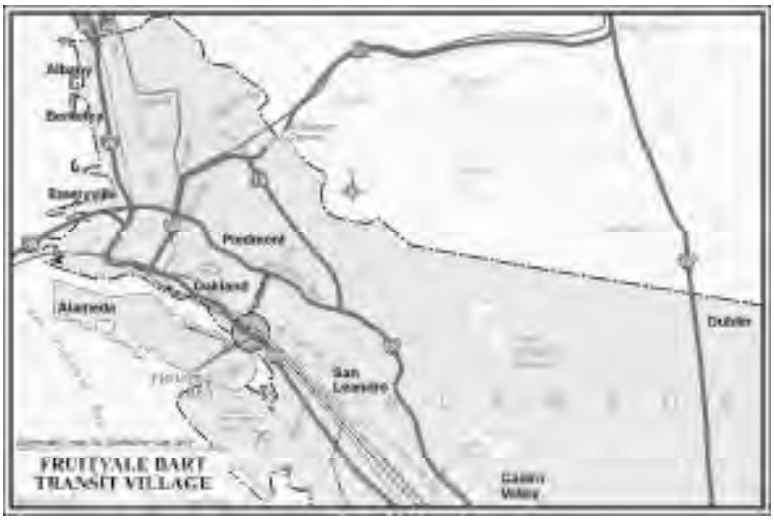
This project provides an elevated guideway with automated vehicle operation between BART's Coliseum station and the Oakland International Airport. The project includes construction, rolling stock, and a maintenance facility required for operation.



Fruitvale BART Transit Village - City of Oakland/BART

Sales Tax Funding	$3,500,000	Tier 1
Other Funding Sources	$7,650,000	State Transportation Improvement Program (STIP)
Project Cost	$11,150,000	

This project is one phase of a transit and pedestrian oriented mixed use development at the BART Fruitvale station. The project develops two parking structures in addition to substantial retail and residential development around the existing Fruitvale station.



I-580 Corridor/BART to Livermore Studies - tbd

Sales Tax Funding	$8,700,000	Tier 1 (also in Tier 2)
Other Funding Sources	tbd	
Project Cost	$8,700,000	

Potential improvements in the I-580 corridor could include highway improvements, a BART extension, or other parallel route construction. This funding would allow for studies and environmental documentation to identify the preferred mode and method of expenditure.



Union City Intermodal Station - City of Union City

Sales Tax Funding	$9,200,000	Tier 1
Project Cost	$9,200,000	

This project would develop an intermodal station serving BART, buses, Capital Corridor service, and proposed Valley Transportation Authority (VTA) and Dumbarton rail operations near the existing Union City BART station. Pedestrian and bicycle access improvements in and around the station are also included.



BART Seismic Retrofit - BART

Sales Tax Funding	$109,000,000	Tier 2 (Project is segmentable)
Project Cost	$109,000,000	

This project upgrades the existing BART system within Alameda County to the latest seismic standards.

BART Station at West Dublin/Pleasanton - BART

Sales Tax Funding	$38,400,000	Tier 2
Project Cost	$38,400,000	

This project adds an intermediate station between existing Castro Valley and East Dublin/Pleasanton stations.



Rail

Capital expenditures:

***Altamont Commuter Express (ACE) Rail - Alameda County CMA**

Sales Tax Funding	$10,000,000	Tier 1
Project Cost	$10,000,000	

Provides $10 million in track, station, and other improvements for the Alameda County share of ACE service.

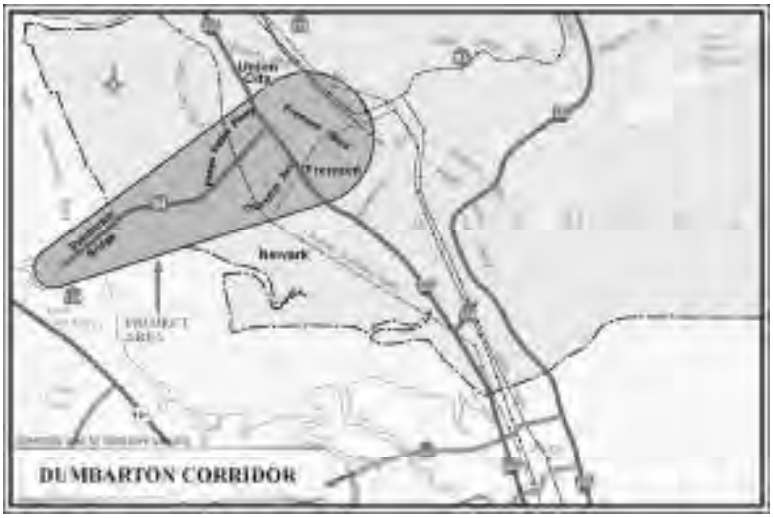
**Total ACE expenditures ($40,149,767) include both capital and operating costs.*



Dumbarton Corridor Improvements - tbd

Sales Tax Funding	$14,700,000	Tier 1
Other Funding Sources	tbd	
Project Cost	$14,700,000	

A number of potential projects have been identified to relieve congestion and promote transit usage in the Dumbarton Bridge corridor. Those projects include widening local streets and coordinating signals to provide parallel and alternative routes, improvements at the toll plaza, improvement of the Thornton/Paseo Parkway Interchange/Route 84 ramps, development of park and ride lots, expansion of express bus service, and implementation of a Dumbarton rail connection to the peninsula. Full funding for the operations and capital costs of a rail connection will need to be secured before Expenditure Plan funds can be spent to implement the rail project.



Programmatic expenditures:

***Altamont Commuter Express Operating Expenditures (2.12% of net revenues)**

Sales Tax Funding	South County	$15,937,556
	East County	$14,212,211

Provides $30,149,767 in operating support for the Alameda share of ACE service.

**Total ACE expenditures ($40,149,767) include both capital and operating costs.*



Countywide Express, Local and Feeder Bus Service

Capital expenditures:

A.C. Transit Quality Bus - San Pablo/Telegraph Corridors - AC Transit

Sales Tax Funding Tier 1 Capital Project $20,000,000 ($2M in Tier 2 for Berkeley/Oakland Corridors)
Tier 2 Capital Project: $44,000,000 (for two additional corridors)

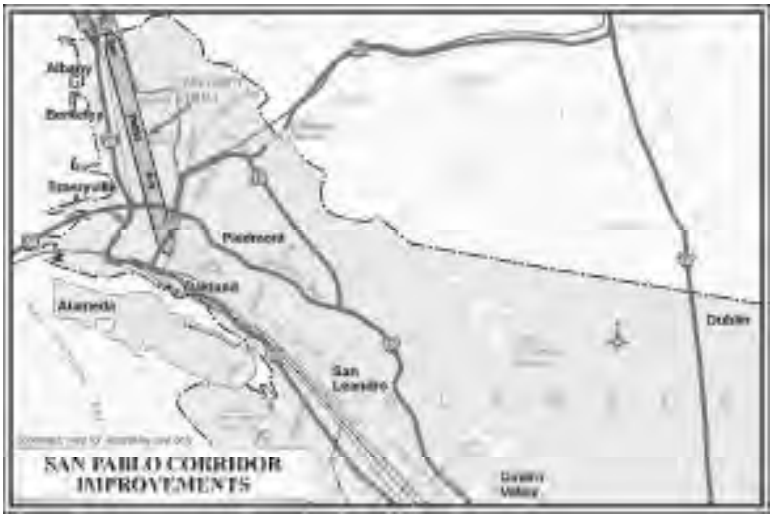
Tier 1 improvements include high-capacity articulated buses, stations and shelters, lighting, advancements in signalization, and other bus related enhancements in key Berkeley/Oakland Corridors - San Pablo and/or Telegraph Avenue. The specific corridor will be selected following Major Investment Studies. Tier 2 funding would add two additional corridors to receive the same types of improvements as the Tier 1 projects.



A.C. Transit San Pablo Corridor Improvements - AC Transit

Sales Tax Funding Tier 2 Capital Project $19,000,000

A program of transit capital and improved transit frequencies to enhance mobility along a corridor extending from downtown Oakland to the Contra Costa County line would be included in this project.



Programmatic expenditures:

Countywide Express Bus Service (0.70% of net revenues)

Sales Tax Funding	$10,000,000

Provides $10,000,000 to provide countywide Express Bus Service.

Countywide Local and Feeder Bus Service

Sales Tax Funding		$260,624,587
AC Transit	North County (9.48%)	$134,930,163
	Central County (4.74%)	$67,467,377
	South County (1.61%)	$22,878,062
AC Transit Welfare to Work	North County (1.24%)	$17,599,586
AC Transit Welfare to Work	Central County (0.22%)	$3,122,281
LAVTA	East County (0.69%)	$9,810,684
Union City Transit	South County (0.34%)	$4,816,434

Provides funding for countywide local and feeder bus service in every region of the county to link neighborhoods and commuters to BART, rail, and express bus connections throughout the county. Welfare to Work programs dedicate 1.46% of overall net sales tax receipts to enhancing transportation opportunities for persons making the transition from welfare to work.

Other Mass Transit Programs

Programmatic expenditures:

Alameda/Oakland Transbay Ferry Service (0.78% of net revenues)

Sales Tax Funding:	$11,146,405

Provides over $11 million to expand transbay ferry service from Alameda.

Transit Center Development Fund (0.19% of net revenues)

Sales Tax Funding:	$2,765,207

These funds are available to cities in the County and to Alameda County to encourage residential and retail development near transit centers. The Agency administering the half-cent sales tax will be responsible for allocating these funds.

Highway Infrastructure

Capital expenditures:

I-680 Corridor

I-680 Express Lane Improvements - Route 84 to Santa Clara County - Caltrans/Alameda County Congestion Management Agency (CMA)

Sales Tax Funding	$25,800,000	Tier 1
Other Funding Sources	$10,200,000	STIP
Project Cost	$36,000,000	

These improvements provide express lanes, which would allow car pools to travel free of charge and would allow excess capacity in the lane to be used by low-occupancy vehicles that pay a fee for use of the lane. Occupancy requirements and fees would be set to maintain non-congested travel conditions in the express lanes under normal conditions. A southbound express lane should be implemented first. If the current Alameda County Congestion Management Agency value pricing study determines that express lanes are operationally infeasible for both the northbound and southbound directions, excess funds may be used for construction of a new northbound HOV lane. Fees generated from the express lanes shall be used for operations of the express lane and/or for transit serving the Sunol Grade corridor.



I-680/880 Cross Connector Studies - Caltrans

Sales Tax Funding	$1,000,000	Tier 1 (plus $6.5 M in Tier 2)
Other Funding Sources	$1,000,000	Milpitas/Santa Clara Co.
Project Cost	$2,000,000	

This project would complete a Major Investment Study including environmental documentation and engineering support for a connector between I-680 and I-880 between Auto Mall Parkway and Montague Expressway.

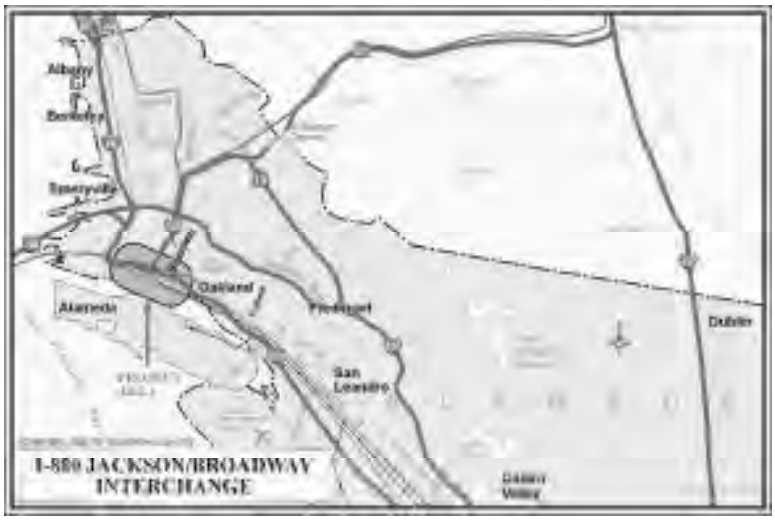


I-880 Corridor

I-880 Jackson/Broadway Interchange - City of Alameda

Sales Tax Funding	$6,000,000	Tier 1
Other Funding Sources	$1,800,000	STIP
Project Cost	$7,800,000	

This project will improve access to Oakland's Chinatown, Jack London Square, and Alameda, including replacing access that was available prior to the Loma Prieta earthquake.



Washington Avenue Interchange in San Leandro - City of San Leandro

Sales Tax Funding	$1,100,000	Tier 1
Project Cost	$1,100,000	

Provides local improvements to Beatrice Street and the Washington Avenue interchange in San Leandro by constructing a signalized intersection at the Beatrice Street/southbound on and off-ramp intersection and widening of the off-ramp and Beatrice Street.



I-580 Corridor

I-580 Auxiliary Lane (Santa Rita to Airway) - Caltrans

Sales Tax Funding	$10,000,000	Tier 1 (Santa Rita to Airway)
	$8,400,000	Tier 2 (Airway to Route 84)
Project Cost	$18,400,000	

Project constructs a series of auxiliary lanes on I-580 between Santa Rita Interchange and the new Isabel/Route 84/I-580 Interchange. The Tier 1 project is between Santa Rita Road and Airway Boulevard; the Tier 2 project is between Airway Boulevard and Isabel/Route 84/I-580 Interchange.



I-580 Interchange Improvements in Castro Valley - Alameda County

Sales Tax Funding	$9,200,000	Tier 1
Project Cost	$9,200,000	

Proposes several ramp improvements including a westbound off-ramp to Castro Valley Blvd. west of Center Street, an eastbound on-ramp from Redwood Road, and replacement of the existing eastbound off-ramp to Center Street.



I-238 Corridor

I-238 Widening - Caltrans

Sales Tax Funding	$66,000,000	Tier 1
Other Funding Sources	$36,000,000	STIP
Project Cost	$102,000,000	

Reconstruct and widen I-238 between I-580 and I-880 from four to six lanes, including auxiliary lanes on I-880 south of I-238.



State Route 92 Corridor

I-880/State Route 92 Reliever Route - Clawiter/ Whitesell Interchange - City of Hayward

Sales Tax Funding	$19,500,000	Tier 1 ($15.7 mil in Tier 2 for expanded scope)
Project Cost	$19,500,000	

This project would construct a new combined Clawiter/Whitesell/State Route 92 Interchange and would extend three discontinuous streets.



State Route 84 Corridor

Isabel Route 84/I-580 Interchange - City of Livermore

Sales Tax Funding	$20,000,000	Tier 1 (plus $35 M in Tier 2)
Other Funding Sources	$35,000,000	STIP and other
Project Cost	$55,000,000	

This project would construct a partial cloverleaf interchange at the intersection of I-580 and the extension of Isabel Avenue (relocated Route 84) in Livermore.



Route 84 Expressway - City of Livermore

Sales Tax Funding	$70,000,000	Tier 1 (plus $18.0 M in Tier 2)
Other Funding Sources	tbd	TVTC fee funds may augment project scope
Project Cost	$70,000,000	

This project provides a four-lane roadway along relocated Route 84 (the Isabel Avenue Corridor) from I-580 south to Vallecitos Road, and provides improvements along Route 84 through Pigeon Pass to provide a high speed two-lane roadway with passing lanes. This project designates the Vallecitos Road portion of the new route as a scenic corridor.



Congestion Relief Emergency Fund - tbd

Sales Tax Funding $7,600,000 Tier 1

This emergency contingency fund shall be available to fund high-priority projects that address major regional congestion problems that emerge during the lifetime of the Plan and which are not addressed by the proposed Plan.

Local Streets and Roads

Programmatic expenditures:

Sales Tax Funding $317,852,426

Local streets and roads funds are provided to local cities and Alameda County. The funds may be used for any local transportation need based on local priorities, including streets and roads projects, local transit projects, bicycle and pedestrian projects and other transportation uses. Local transportation funds within a geographic sub-area will be allocated to the jurisdictions within that sub-area based on a formula weighted 50% by the population of the jurisdiction within the sub-area and 50% on the number of road miles within the sub-area. The allocations may change in the future based on changes in population and road mile figures. Funding for local streets and roads by city are shown in Table 3.

Table 3 – Funding for Local Streets and Roads by City*

Area	% of net revenues*	Estimated Total in 1998 Dollars
Alameda	1.40%	$19,873,750
Albany	0.32%	$4,560,150
Berkeley	2.25%	$32,058,551
Dublin	0.26%	$3,680,531
Emeryville	0.16%	$2,279,399
Fremont	1.80%	$25,640,493
Hayward	1.68%	$23,885,742
Livermore	0.79%	$11,269,234
Newark	0.39%	$6,800,005
Oakland	8.38%	$123,244,781
Piedmont	0.34%	$4,799,257
Pleasanton	0.64%	$9,159,228
San Leandro	1.10%	$15,632,396
Union City	0.53%	$7,531,797
Alameda County (North)	0.06%	$806,458
Alameda County (Central)	1.22%	$17,427,492
Alameda County (East)	0.39%	$5,603,364
Alameda County Bridges	0.62%	$8,799,793
Total	22.33%	$317,852,426

**Formulas may change based on population and road miles in each city. Alameda County (Central) is reduced by 0.39% of total revenues to reflect a transit funding increase.*

Surface Streets and Arterial Roads

Capital expenditures:

E. 14th Street/Hesperian Blvd/150th Street Improvements in San Leandro - City of San Leandro

Sales Tax Funding	$830,000	Tier 1
Project Cost	$830,000	

This project adds a dual northbound left turn lane at E. 14th Street, adds a southbound left turn lane on Bancroft at E. 14th Street, and adds a northbound left turn lane on E. 14th Street at Hesperian.



Hesperian/Lewelling Widening in San Leandro - City of San Leandro

Sales Tax Funding	$1,000,000	Tier 1
Project Cost	$1,000,000	

This project would add one southbound lane on Hesperian for right turns onto Lewelling and add dual left turn lanes on Lewelling at Hesperian.



Lewelling/E. Lewelling Widening in San Lorenzo - Alameda County

Sales Tax Funding $9,800,000 Tier 1 ($6.8 M in Tier 2 for broader scope)

Project Cost $9,800,000

Provides funds for improvement of Lewelling and E. Lewelling from Hesperian Blvd. to near Meekland Avenue. Improvements include widening from two to four lanes, addition of a median island, bicycle lanes, curbs, gutters, and sidewalks.



Newark Local Streets - City of Newark

Sales Tax Funding $1,200,000 Tier 1

Project Cost $1,200,000

This project provides capital funds for critical roadway maintenance and safety enhancements in the City of Newark.

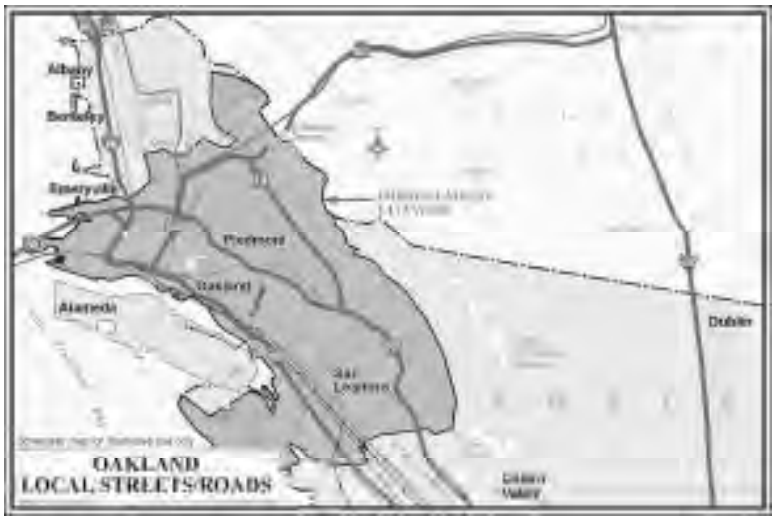


Oakland Local Streets and Roads - City of Oakland

Sales Tax Funding $4,000,000 Tier 1

Project Cost $4,000,000

This project provides $4 million for local streets and road maintenance within the City of Oakland. The capital funds will help offset the maintenance deficit for roadway, pedestrian, and bicycle related facilities.



Westgate Extension to Williams Street in San Leandro - City of San Leandro

Sales Tax Funding $8,610,000 Tier 1

Project Cost $8,610,000

This project would construct a new arterial between Davis Street and Williams Street along the eastern edge of the Westgate Shopping Center.



Bicycle and Pedestrian Safety

Capital expenditures:

Iron Horse Bicycle, Pedestrian, and Transit Route - City of Dublin

Sales Tax Funding	$4,500,000	Tier 1
Other Funding Sources	$500,000	
Project Cost	$5,000,000	

A bicycle/pedestrian/roadway and transit lane in existing Alameda County and Southern Pacific right-of-way between the Dublin BART station to Dougherty Road and bus lanes along Dougherty Road will be provided as part of this project. The project includes bus lanes, the bicycle path, and Scarlett Drive roadway.



Downtown Oakland Streetscape Improvement Project - City of Oakland

Sales Tax Funding	$5,000,000	Tier 1
Project Cost	$5,000,000	

This project will provide pedestrian and transit amenities on Broadway, 14th Street, and Telegraph Avenue in downtown Oakland.



Programmatic expenditures:

Countywide Bicycle and Pedestrian Safety (5.00% of net revenues)

Sales Tax Funding $71,148,506

This program funds projects that expand and enhance bicycle and pedestrian safety and facilities in Alameda County, focusing on high priority projects like gap closures and intermodal connections. Funds are distributed to cities in the County and to Alameda County to be spent on planning and construction of bicycle and pedestrian projects. This is a new program, not funded in the current Measure B. Allocation and use of funds are guided by the rules described in Appendix A.

ACTC_AR0031

Special Transportation for Seniors and People with Disabilities

Programmatic expenditures:

Program provides $148,643,224 for services mandated by the Americans with Disabilities Act to fixed route public transit operators who are required to provide that service. Funds are also provided for non-mandated services, aimed at improving mobility for seniors and people with disabilities. These funds are provided to the cities in the County and to Alameda County based on a formula developed by PAPCO.

Sales Tax Funding (10.5% of net revenues)	$148,643,224	Tier 1
Non-mandated–North County (1.24%)	$17,599,586	
Non-mandated–Central County (0.88%)	$12,489,126	
Non-mandated–East County (0.21%)	$3,003,271	
North County–AC Transit (3.38%)	$48,105,536	
North County–BART (1.15%)	$16,426,281	
Central County–AC Transit (0.76%)	$10,771,871	
Central County–BART (0.34%)	$4,839,536	
South County* (1.06%)	$15,051,357	
Coordination/Gaps in Service (1.43%)	$20,356,660	

*Funds for South County will be allocated between mandated and non-mandated programs on an annual basis by the cities in that part of the County.

Capital expenditures:

Coordination of service gaps and special transportation for seniors and people with disabilities

Sales Tax Funding	$7,500,000	Tier 2
Project Cost	$7,500,000	

Additional funding of $7.5 million to be allocated by the Alameda County Paratransit Coordinating Council (PAPCO) to reduce differences in service that might occur based on the geographic residence of any individual needing special transportation services for seniors and people with disabilities.

Governing Board and Organizational Structure

The reauthorization of the sales tax is authorized under the Local Transportation Authority and Improvement Act, California Public Utilities Code Section §180000 et seq. In enacting this ordinance, the voters will authorize that the Alameda County Transportation Improvement Authority (referred to as Agency hereafter) be given the responsibility to administer the tax proceeds. The make-up of this Agency's governing board is as follows:

- Five members of the Alameda County Board of Supervisors
- 3 representatives appointed by the Alameda County Mayors' Conference from among the cities of Hayward, Fremont, Newark, Union City, Pleasanton, Livermore and Dublin
- 2 representatives appointed by the Alameda County Mayors' Conference from among the cities of San Leandro, Oakland, Alameda, Albany, Berkeley, Emeryville, and Piedmont
- 1 representative designated by the Mayor of Oakland

All representatives to the Agency's governing board will be elected officials within Alameda County.

The Agency's function is to improve and maintain the transportation system in Alameda County

The Agency will hire the staff and professional assistance required to administer the proceeds of the tax and carry out the mission outlined in this Expenditure Plan. This Agency will have as its function the implementation of the Expenditure Plan and related projects to improve and maintain the transportation system in the County with the sales tax and other available funds.

The total cost for salaries and benefits for administrative Agency employees will not exceed 1% of the revenues generated by the sales tax authorized collected to support this Plan. The Agency will prepare an annual report, identifying the total expenditures for administration, as well as all other costs associated with delivering the program. A total of 4.5% has been budgeted for implementing the sales tax program. In addition, $2.1 million has been budgeted to repay a loan from Alameda County for the election costs of the Measure from the 1998 and 2000 elections.

The duration of the tax will be 20 years from the initial year of collection, which will begin in April 2002. The tax will therefore terminate/expire on March 31, 2022.

Sales tax proceeds will be used to pay for the programs and projects outlined in this Expenditure Plan or as it may be amended, and may not be used for any other purpose. Amendments to this Plan will require a two-thirds vote of the governing board of the Agency. In addition, each of the City Councils and the County Board of Supervisors will have an opportunity to comment on any Plan amendment prior to its adoption.

The new Agency will have the authority to bond for the purposes of expediting the delivery of transportation projects and programs. The bonds will be paid with the proceeds of the retail transactions and use tax. The costs associated with bonding will be borne only by the capital projects included in the Plan, and by any programs included in this Plan that utilize the bond proceeds. The costs and risks associated with bonding will be presented in the Agency's annual Strategic Plan, and will be subject to public comment before approving any bond sale.

ACTC_AR0033

Annual Budget/Financial Projections
An Annual Budget will be adopted by the Agency each year. The Budget will project the expected sales tax receipts, other anticipated funds and planned expenditures for administration, programs, and projects.

Citizens Watchdog Committee
A Citizens Watchdog Committee will be created by the Agency governing board with the assistance of the League of Women Voters and other citizen's groups. This committee will report directly to the public and will be charged with reviewing all expenditures of the Agency. The responsibilities of the committee are:

The members of the Citizens Watchdog Committee will provide a balance of viewpoints, geography, age, gender and ethnicity to represent the different perspectives of taxpayers throughout the County.

- The Committee must hold public hearings and issue reports, on at least an annual basis, to inform Alameda County residents how the funds are being spent. The hearings will be open to the public and must be held in compliance with the Brown Act, California's open meeting law, with information announcing the hearings well-publicized and posted in advance.

- The Committee will have full access to the Agency's independent auditor and will have authority to request and review specific information and to comment on the auditor's reports.

- The Committee must publish an annual report and any comments concerning the Agency's audit in local newspapers. In addition, copies of these documents must be made available to the public at large.

Citizens Watchdog Committee members will be private citizens who are not elected officials at any level of government nor public employees from agencies that either oversee or benefit from the proceeds of the sales tax. Membership will be restricted to individuals who live in Alameda County. Members will be required to submit a statement of financial disclosure and membership will be restricted to individuals without economic interest in any of the Agency's projects. The Committee will be designed to reflect the diversity of the County. The Committee will consist of 17 members. Membership will be as follows:

- Two at-large members will be designated from each of the five supervisorial districts in the County (total of 10 at-large members). One member will be nominated by each member of the Board of Supervisors and one additional member in each supervisorial district will be selected by the Alameda County Mayors' Conference.

- Seven members will be selected to reflect a balance of viewpoints across the County. These members will be nominated by their respective organizations and approved by the board of the Agency, as follows:

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— One representative from the Alameda County Taxpayer's Association

— One representative from the Sierra Club

— One representative from the Alameda County Labor Council

— One representative from the Alameda County Economic Development Alliance for Business

— One representative from the Alameda County Paratransit Advisory Panel

— One representative from the East Bay Bicycle Coalition

— One representative from the League of Women Voters

The members of the Citizens Watchdog Committee are expected to provide a balance of viewpoints, geography, age, gender and ethnicity to represent the different perspectives of taxpayers throughout the County. To ensure that citizens throughout the County have the opportunity to serve on the Committee, the at-large members will be limited to a single two-year term.

All of the projects and programs included in this Expenditure Plan are considered essential for the transportation needs of Alameda County.

Annual Strategic Plan

All of the projects and programs included in this Expenditure Plan are considered essential for the transportation needs of Alameda County. The Agency will prepare an annual Strategic Plan which will identify the priority for projects and dates for project implementation based on project readiness, ability to generate leveraged funds, and other relevant criteria. This Plan will be adopted at a public meeting of the Agency's governing board.

Amendments to the Plan

To modify this Plan, an amendment must be approved by a two-thirds vote of the Agency Board. All jurisdictions within the County will be given a minimum of 45 days to comment on any proposed Plan amendment.

Funds for capital projects which cannot be delivered for any reason may be reallocated to another project in the same planning area by the Agency Board with the approval of a majority of the Cities (and County for unincorporated areas) representing a majority of the population of the planning area and approval of the amendment by the Agency Board.

Agency as Co-Sponsor

The Agency will serve as "co-sponsor" of all projects for the purposes of implementation.

Staffing

The Board of the Agency will have the authority to hire professional staff and consultants to deliver the projects and programs included in this Plan in the most efficient and cost-effective manner. The salaries and benefits for administrative staff hired by the Agency will not exceed 1% of the proceeds of the tax. Other administrative costs (such as rent, supplies, fees paid to the State Board of Equalization for collecting the tax and financial, legal, project management, and other necessary consultants) are not included in the 1% cap.

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Implementing Guidelines

This Plan is guided by principles that ensure that the revenue generated by the sales tax is spent in the most efficient and effective manner possible, consistent with the desires of the voters of Alameda County. The principles outlined in this section provide flexibility needed to address issues that may arise during the life of the Plan.

1. Excess revenue could result from higher than expected receipts, lower than expected project costs, or the addition of leveraged funds from other sources. All excess revenue will be programmed in the Agency's annual Strategic Plan and will be disbursed based on a concern for geographic equity. The first priority for programming revenues in excess of projected funds will be to meet unanticipated requirements of Tier 1 projects. However, no programmed capital project may be augmented by more than 15% over the cost estimate provided in this Plan. Cost estimates were prepared using high standards for accuracy, and project sponsors are encouraged to deliver projects within these limits.

Implementing guidelines ensure that the revenue generated by the sales tax is spent in the most efficient and effective manner possible, consistent with the desires of Alameda County voters.

2. The next priority for programming excess revenues will be to address gaps in special transportation service for seniors and people with disabilities.

3. If there are no additional special transportation service needs for seniors and people with disabilities or cost increases on Tier 1 projects, the next priority for disbursing excess revenue will be funding of Tier 2 projects based on priorities determined by the Agency's annual Strategic Plan. Tier 2 projects will be funded based on a strategy of geographic equity.

4. In the event that actual receipts are less than projected, funds would be programmed based on the annual Strategic Plan.

5. Leveraging of outside funding sources is encouraged. Any additional sales tax revenues made available through their replacement by leveraged funds will be spent based on the principles outlined above.

6. Funding of Tier 2 projects would not be considered a Plan amendment, and would be accomplished through administrative action, with the completion of the annual Strategic Plan.

7. New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan could be considered as eligible recipients of funds through a Plan amendment.

8. Should a planned project become infeasible or unfundable due to circumstances unforeseen at the time of this Plan, funding may be applied to another project in the planning area by the Agency, with the approval of a majority of the cities (and County for unincorporated areas) representing a majority of the population of the planning area.

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9. This Plan's goal is to complete the projects promised in this Plan in a timely manner. A project will be given five years from the first year of revenue collection (up to April 1, 2007) to receive environmental approvals and to have a fully funded project. Projects that cannot meet this requirement may appeal to the Agency's governing board for one or more one-year time extensions. Once time has expired, the sponsor will be deemed to have approved deletion of the project, and the funds will be reallocated based on the principles described above.

10. All activities of the Agency charged with administering the sales tax will be conducted in public according to state law, through publicly noticed meetings. The annual budget of the Agency, annual Strategic Plan and annual report will all be prepared for public scrutiny. The interests of the public will further be protected by the Citizens Watchdog Committee described previously in this Plan.

11. Under no circumstance may the proceeds of this tax be applied to any purpose other than for transportation improvements in Alameda County. The funds may not be used for any projects or programs other than those specified in this Plan without a specific amendment of the Expenditure Plan.

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Appendix A

Programmatic Expenditures

The Expenditure Plan identifies five programs for this sales tax extension:

- Mass Transit
- Local Streets and Roads
- Bike and Pedestrian Safety
- Special Transportation of Seniors and People with Disabilities
- Transit Center Development Funds

Programmatic funds are generally disbursed on a monthly basis, based on a set formula for distribution. Funding for programs are intended to reflect geographic equity based on the population projections for the County in 2005.

Dollar figures are based on financial projections which assume a 4% annual growth rate. Amounts shown are estimates. Actual distributions will be based on a percentage of net revenues. Descriptions of the programs are included in the following paragraphs.

In all cases, North Area refers to the Cities of Oakland, Berkeley, Albany, Piedmont, Emeryville and Alameda, as well as unincorporated areas within that boundary. Central Area includes the Cities of Hayward, and San Leandro, and the unincorporated area of Castro Valley, as well as other unincorporated lands governed by Alameda County in the Central Area. South Area includes the Cities of Fremont, Newark and Union City; and East Area includes the Cities of Livermore, Dublin and Pleasanton, and all unincorporated lands in that area.

Programmatic funds anticipated in each of the programs based on 1998 forecast revenues are listed below.

Mass Transit (21.92% overall)

Transit operating funds are provided to transit operators for maintenance of transit services, restoration of service cuts, expansion of transit services, and passenger safety and security. The transit operators will determine the priorities for these funds through public processes and will submit an annual audit to the Agency.

A.C. Transit agrees to allocate 1.46% of overall net sales tax receipts to enhancing transportation opportunities for persons making the transition from welfare to work. These "welfare to work" funds can be used by A.C. Transit for service restoration and expansion or implementation of improved bus service to facilitate travel to and from work. A.C. Transit will prioritize the restoration and development of new services to meet the employment-related transit needs of low income residents in northern and central Alameda County. Additionally, these funds may be used, at the determination of A.C. Transit, to provide subsidies of regular bus fares for individuals living in northern and central Alameda County who are transferring from welfare to work as well as those who are economically disadvantaged. In the event that sufficient funds are otherwise available to A.C. Transit to meet these needs then "welfare to work" funds can be used for other general passenger service purposes in northern and central Alameda County.

A.C. Transit will work together with and actively seek input from bus riders, business leaders, mayors and other elected officials in San Leandro, Hayward, and the unincorporated areas in Central Alameda County to ensure that the additional transit funds in Central County are used for bus improvements such as night, weekend, and more

frequent service, connections to residential growth areas, and access to major employment centers, including enhancement of east-west corridors.

A.C. Transit will continue to provide transit service similar to the Department of Labor-funded shuttle to and from job sites in East and West Oakland, as needed. A.C. Transit, the County, the City of Oakland, the Port of Oakland and other entities will look for additional money from outside sources to fund the service. If needed, a portion of the proceeds from the reauthorization of Measure B may be used.

Local Streets and Roads (22.34% overall)
Local Transportation funds are provided to local cities and Alameda County. The funds may be used for any local transportation need based on local priorities, including streets and roads projects, local transit projects, bicycle and pedestrian projects and other transportation uses. Local transportation funds within a geographic sub-area will be allocated to the jurisdictions within that sub-area based on a formula weighted 50% by the population of the jurisdiction within the sub-area and 50% on the number of road miles within the sub-area. The allocations may change in the future based on changes in population and road mile figures.

Existing state and local laws regarding contracting will also govern the expenditure of Local Transportation funds. Each agency must submit an annual audit documenting the use of the sales tax funds.

Bike and Pedestrian Safety (5.00 % overall)
These funds are distributed to cities in the County and to Alameda County to be spent on planning and construction of bicycle and pedestrian projects. This is a new program, not funded in the current Measure B Expenditure Plan. This category is intended to expand and enhance bicycle and pedestrian facilities in Alameda County, focusing on high priority projects like gap closures and intermodal connections.

A total of 25% of the funding will be reserved for regional planning and regional projects, including the preparation of local master plans, design support services to local agencies, funding for a Countywide Bicycle and Pedestrian Coordinator position, and funding for high priority regional capital projects identified in the Countywide Bicycle Plan. High priority will be given to East Bay Regional Park District projects included in the Countywide Bicycle Plan. Priority will also be given to projects which significantly leverage other outside funding sources.

The remaining 75% of the funds will be designated as local funds. Each city and Alameda County may receive up to their proportional share of the 75% funds based on population over the life of the Measure. Eligible uses for those funds will include capital improvements for bicycle and pedestrian facilities and ADA accessibility that have been prioritized through local or regional planning processes. Projects that improve intermodal connections for bicyclists and pedestrians or close gaps in existing pedestrian or bicycle corridors will be given the highest priority. Projects may be submitted for funding at any time during the life of the Measure. Unallocated local non-motorized program funds will be available for reprogramming to regional projects after 17 years.

Special Transportation for Seniors and People with Disabilities (10.45%)
Funding for special transportation for seniors and people with disabilities is provided for services mandated by the Americans with Disabilities Act to fixed route public transit operators who are required to provide that service. Funds are also provided for non-

mandated services, aimed at improving mobility for seniors and persons with disabilities. These funds are provided to the cities in the County and to Alameda County based on a formula developed by the Alameda County Paratransit Coordinating Council (PAPCO). Funds for South County will be allocated between mandated and non-mandated programs on an annual basis by the cities in that part of the County.

Jurisdictions may elect to provide special services for seniors and people with disabilities directly, or may contract with any other agency to provide a more seamless, uniform program. Agencies receiving these funds must allocate them to non-mandated services, unless they determine through a public hearing process that no unmet service needs exist. Jurisdictions which do not spend their entire allocation on non-mandated services will assign the remainder of their funds to augment the funding for ADA mandated service or for accessibility improvements to any fixed route transit service.

This program designates 1.43% of overall net sales tax receipts to be allocated by PAPCO to reduce differences that might occur based on the geographic residence of any individual needing services.

Transit Center Development Funds (0.19% overall)
These funds are available to cities in the County and to Alameda County to encourage development near transit centers. The Agency will be responsible for allocating these funds.

Capital Projects

The Plan includes Tier 1 and Tier 2 projects to ensure flexibility while providing very clear direction for funding priorities. Tier 1 projects are designed to be funded with the receipts of the sales tax, based on the current assumptions for revenue growth and construction cost escalation. Some of these projects will also receive funding from other sources. Tier 2 projects would receive sales tax funds only in the event that more funds than anticipated became available, either through changes in assumptions, or through the availability of increased funds from outside sources, such as State or Federal funds. The top priority for the Tier 2 funds is coordination of special transportation services for seniors and people with disabilities. The remaining projects on the list include expanding the scope of Tier 1 projects to fund additional segments of those projects, as well as new projects that will not receive any funds under Tier 1. Priorities for these projects will be set by the Annual Strategic Plan process and will maintain geographic equity.

Appendix B -
Projects and Programs Listed in Alphabetical Order

Tier 1 Projects

Figure B1 – Tier 1 projects

Project	Sponsor	Cost ($M)	Sales Tax ($M)
A.C. Transit Quality Bus - San Pablo, Telegraph Corridors	A.C. Transit	$20.00	$20.00
Altamont Commuter Express Rail	Alameda County CMA	$10.00	$10.00
BART Extension to South Fremont	BART	$546.30	$165.50
BART Oakland Airport Connector	BART	$130.00	$65.80
Downtown Oakland Streetscape Improvement Project	City of Oakland	$5.00	$5.00
Dumbarton Corridor Improvements	tbd	$14.70	$14.70
E. 14th St/Hesperian Blvd./ 150th St. Improvements in San Leandro	City of San Leandro	$0.83	$0.83
Emerging Projects	tbd	tbd	$7.60
Fruitvale BART Transit Village	City of Oakland/BART	$11.10	$3.50
Hesperian/Lewelling Widening in San Leandro	City of San Leandro	$1.00	$1.00
I-238 Widening	Caltrans	$102.00	$66.00
I-580 Corridor/BART to Livermore Studies	tbd	$8.70	$8.70
I-580 Eastbound Auxiliary Lane (Santa Rita to Airway)	Caltrans	$18.40	$10.00
I-580 Interchange Improvements in Castro Valley	Alameda County	$9.20	$9.20
I-680 Express Lane Improvements - Route 84 to Santa Clara County	Caltrans/Alameda County CMA	$36.00	$25.80
I-680/I-880 Cross Connector Studies	Caltrans	$2.00	$1.00
I-880/SR92 Reliever Route - Clawiter/Whitesell Interchange	City of Hayward	$19.50	$19.50
I-880 Jackson/Broadway Interchange	City of Alameda	$7.80	$6.00
Iron Horse Bicycle, Pedestrian and Transit Route	City of Dublin	$5.00	$4.50
Isabel Route 84/I-580 Interchange	City of Livermore	$55.00	$20.00
Lewelling/E. Lewelling Widening in San Lorenzo	Alameda County	$9.80	$9.80
Newark Local Streets	City of Newark	$1.20	$1.20
Oakland Local Streets/Roads	City of Oakland	$4.00	$4.00
Route 84 Expressway	City of Livermore	$70.00	$70.00
Union City Intermodal Station	City of Union City	$9.20	$9.20
Washington Avenue Interchange in San Leandro	City of San Leandro	$1.10	$1.10
Westgate Extension to Williams in San Leandro	City of San Leandro	$8.61	$8.61
Total			$568.54

Tier 2 Projects

Figure B2 –Tier 2 Projects

Project	Sponsor	Cost ($M)	Sales Tax ($M)
A.C. Transit Phase I (Oakland/Berkeley Corridor)	A.C. Transit		$2.00
A.C. Transit Quality Bus (2 additional corridors)	A.C. Transit	$44.00	$44.00
BART Airport Connector	BART	$130.00	$7.20
BART Extension to South Fremont	BART	$546.30	$85.90
BART Seismic Improvement	BART	$109.00	$109.00
BART Station at West Dublin/Pleasanton	BART	$38.40	$38.40
Dumbarton Corridor	tbd	tbd	tbd
I-580 Corridor/BART to Livermore Studies	tbd	tbd	tbd
I-580 Eastbound Auxiliary Lane (from Airway to Route 84)	Caltrans	$18.40	$8.40
I-680/I-880 Cross Connector Studies	Caltrans	$6.50	$6.50
I-880/SR92 Reliever Route Clawiter/Whitesell Interchange	City of Hayward	$15.70	$15.70
Isabel Route 84/I-580 Interchange	City of Livermore	$55.00	$35.00
Lewelling/E. Lewelling Widening in San Lorenzo	Alameda County	$6.80	$6.80
Paratransit Coordination and Service Gaps	PAPCO	$7.50	$7.50
Route 84 Expressway	City of Livermore	$70.00	$18.00
San Pablo Corridor Improvements	A.C. Transit	$19.00	$19.00

Note: The top priority for Tier 2 funds is funding special transportation services for seniors and people with disabilties. Priorities for the remaining Tier 2 projects will be set by the annual Strategic Plan process and will maintain geographic equity.

Programs

Figure B3 –Programs

Area/Agency	% of net revenues	Estimated Total in 1998 $
Mass Transit Operations		
A.C. Transit - North County	9.48%	$134,930,163
A.C. Transit - Central County	4.74%	$67,467,377
A.C. Transit - South County	1.61%	$22,878,062
A.C. Transit - Welfare to Work - North County	1.24%	$17,599,586
A.C. Transit - Welfare to Work - Central County	0.22%	$3,122,281
Altamont Commuter Express Rail - South County	1.12%	$15,937,556
Altamont Commuter Express Rail - East County	1.00%	$14,212,211
Alameda Ferries	0.78%	$11,146,405
Express Bus Service - Countywide	0.70%	$10,000,000
LAVTA	0.69%	$9,810,684
Union City Transit	0.34%	$4,816,434
Total Mass Transit Operations	21.92%	$311,920,760
Special Transportation for Seniors and People with Disabilities		
Non-Mandated - North County	1.24%	$17,599,586
Non-Mandated - Central County	0.88%	$12,489,126
Non-Mandated - East County	0.21%	$3,003,271
Consortium - North County - A.C. Transit	3.38%	48,105,536
Consortium - North County - BART	1.15%	$16,426,281
Consortium - Central County - A.C. Transit	0.76%	$10,771,871
Consortium - Central County - BART	0.34%	$4,839,536
South County *	1.06%	$15,051,357
Coordination and Gaps in Service	1.43%	$20,356,660
Total	10.45%	$148,643,224
Bike and Pedestrian Safety	**5.00%**	**$71,148,506**
Transit Center Development Funds	**0.19%**	**$2,765,207**

*Funds for South County will be allocated between mandated and non-mandated programs on an annual basis by the cities in that part of the County.

JOINT POWERS AGREEMENT

ALAMEDA COUNTY TRANSPORTATION COMMISSION

This Agreement is dated March 25, 2010 for reference purposes only.

1. PURPOSE. The purpose of this Joint Powers Agreement ("Agreement") is to create a joint powers agency pursuant to the California Joint Exercise of Powers Act that will have all of the authority, powers and rights of the Alameda County Congestion Management Agency ("ACCMA") and the Alameda County Transportation Improvement Authority ("ACTIA") and certain additional powers as described in this Agreement.

2. OBJECTIVES. The objectives of this Agreement are to:

(a) Coordinate transportation planning and conduct transportation programming within Alameda County for all countywide, regional, state and federal funding programs;

(b) Position Alameda County jurisdictions, including the Transit Operators and other transportation system operators, to better compete for limited state and federal transportation dollars;

(c) Develop a consensus on future improvements to major roads, freeways and transit services in Alameda County;

(d) Carry out the projects and programs in Alameda County's 20 Year Sales Tax Transportation Expenditure Plan, dated July 2000, as it may be amended from time to time and the responsibilities of a Local Transportation Authority pursuant to Public Utilities Code 180000 et seq., including but not limited to preparation of a new Expenditure Plan and submission of a new or extension of the existing sales tax to the voters;

(e) Complete the projects in the Alameda County Sales Tax Transportation Plan's 1986 Expenditure Plan and carry out the responsibilities of a Local Transportation Authority pursuant to Public Utilities Code 130000;

(f) Continue and sustain a Congestion Management Agency for Alameda County and its member cities;

(g) Develop and update countywide transportation policies through the Countywide Transportation Plan and the Congestion Management Program;

(h) Implement the requirements of state legislation to maintain and administer a Congestion Management Program for the County;

(i) Designate the ACTC as the Alameda County Program Manager for the Transportation Fund for Clean Air;

(j) Use where applicable the programs and policies of the County's and Cities' General Plans, the plans of the Transit Operators in Alameda County, the Alameda Countywide Transportation Plan, and the Alameda County Transportation Improvement Authority's Strategic Plan as input to the Congestion Management Program;

(k) Prepare, maintain and update the Alameda Countywide Transportation Plan;

(l) Develop and promote Bicycle and Pedestrian Plans and programs throughout the County.

(m) Coordinate multi-modal planning throughout the County and in cooperation with the Region;

(n) Develop and promote Paratransit, Transit Oriented Development and Transportation Demand Management Plans and programs throughout the County;

(o) Foster communication among Local Agencies and Transit Operators on transportation projects and issues, and on the system of roadways and transit designated in the Congestion Management Program;

(p) Fulfill the objectives of the Global Warming Solutions Act of 2006 (AB 32) and SB 375 (Steinberg 2008) and related laws and programs regarding global warming and land use for Alameda County; and

(q) Carry out other programs and projects consistent with the goals and needs of the Cities in Alameda County and the Transit Operators.

3. DEFINITIONS. Certain words as used in this Agreement shall be defined as follows:

(a) "Local Agencies" shall mean the County of Alameda, the cities of Alameda County, the Alameda County Transportation Improvement Authority and the Alameda County Congestion Management Agency.

(b) "Transit Operators" shall mean the Bay Area Rapid Transit District ("BART"), Alameda Contra Costa Transit District ("AC Transit"), Livermore Amador Valley Transit Authority, Union City Transit, Altamont Commuter Express and the Water Emergency Transportation Authority.

(c) "Member Transit Operators" shall mean BART and AC Transit.

4. EFFECTIVE DATE. This Agreement shall become effective upon the approval by the Board of Supervisors and a majority of the cities representing a majority of the population of the cities within the county.

5. CREATION OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION. There is hereby created the Alameda County Transportation Commission

("ACTC"), to exercise in the manner set forth in this Agreement the powers common to each of the Local Agencies and the Member Transit Operators. The ACTC shall be a public entity separate from the Local Agencies and the Member Transit Operators. No debt, liability or obligation of the ACTC shall constitute a debt, liability or obligation of any Local Agency or the Member Transit Operator, and each party's obligation hereunder is expressly limited only to the appropriation and contribution of such funds as may be levied pursuant to this Agreement or as the parties hereto may agree.

6. SUCCESSOR AGENCY. It is intended that ACTC shall become the successor agency to the Alameda County Congestion Management Agency and the Alameda County Transportation Improvement Authority as soon as reasonably and legally possible. ACTC is the successor agency to the Alameda County Transportation Authority.

7. FUNCTIONS AND RESPONSIBILITIES. The ACTC shall have the following functions and responsibilities:

(a) All of the functions and responsibilities of the Alameda County Congestion Management Agency.

(b) All of the functions and responsibilities of the Alameda County Transportation Improvement Authority.

(c) All of the functions and responsibilities of the Alameda County Transportation Authority.

(d) Prepare, adopt, revise, amend, administer and implement the Congestion Management Program for Alameda County pursuant to Section 65088 et seq. of the Government Code.

(e) Develop, adopt and update the Alameda Countywide Transportation Plan pursuant to Section 66531 of the Government Code.

(f) Coordinate transportation planning, conduct transportation programming within Alameda County for all transportation funding programs and coordinate with contiguous counties and other Bay Area counties.

(g) Coordinate the countywide input to:

(i) The California Clean Air Act and Transportation Control Measures of the Metropolitan Transportation Commission ("MTC") and the Bay Area Air Quality Management District ("BAAQMD");

(ii) The California Transportation Commission ("CTC") and Caltrans for funding programs;

(iii) MTC guidelines for County Transportation Plans pursuant to Government Code section 66531;

(iv) MTC's Regional Transportation Plan; and

(v) MTC's Regional Transportation Improvement Program and the CTC's State Transportation Improvement Program.

(vi) Sustainable Communities Strategic Plans in the cities in the County, the County and the region.

(h) Prepare, adopt, update and administer the federal surface transportation program, the federal congestion mitigation and air quality program, and other federal funding programs as appropriate or any successor federal funding programs.

(i) Prepare, adopt, update and administer the Alameda County element of the State Transportation Improvement Program.

(j) Act as the Alameda County Program Manager for the regional Transportation Fund for Clean Air (TFCA) program. This Agreement supersedes previous agreements relative to the TFCA program.

(k) Prepare, adopt, update and administer all other new or existing regional and state transportation funding programs and programs regarding global warming and land use as appropriate and/or as delegated to ACTC.

(l) Develop, construct, operate and maintain the Alameda County Express Lane system.

(m) Design, acquire environmental clearance, and construct transportation and related projects.

(n) Collect and administer any Vehicle Registration Fee approved by the voters to be collected by a countywide transportation planning agency in Alameda County.

(o) Levy and collect fees and charges, including administrative and operating costs, as provided in this Agreement or by law, against all entities to which the law applies, both signatory and non-signatory to this Agreement.

(p) Seek state and federal funding to pay for the cost of preparing, adopting, amending, administering and implementing the Congestion Management Plan, transportation projects and programs in Alameda County and other duties described in this Agreement.

(q) As appropriate, prepare a new Transportation Expenditure Plan for a potential new or extended or expanded sales tax to be submitted to the voters for approval.

(r) Other functions and responsibilities that are consistent with the purpose, objectives, functions and responsibilities described in this Agreement as well as any function and responsibilities that are imposed by state or federal law.

(s) Other functions and responsibilities as may be added by amendments to this Agreement pursuant to Section 19.

8. ANNUAL BUDGET. The ACTC shall adopt by June 30 of each year a budget for the succeeding fiscal year setting forth all administrative, operational and capital expenses for the ACTC, together with the apportionment of such expenses by levy against each Local Agency and Member Transit Operator. The budget shall reflect allocations to dedicated funding sources and the restrictions on salaries and benefits and on administrative expenses that apply to existing Measure B funds and any sales tax funds to be received by ACTC in the future. The fiscal year shall be July 1 to June 30. An alternative fiscal year may be established by the ACTC. The ACTC shall notify and provide a copy of the proposed budget to each Local Agency and Member Transit Operator thirty (30) days prior to the adoption of the budget.

9. BOUNDARIES. The boundaries of the ACTC shall be the boundaries of the County of Alameda.

10. ORGANIZATION.

(a) Board. The ACTC shall be governed by the board which shall exercise all powers and authority on behalf of the ACTC. The governing Board of the ACTC is empowered to establish its own procedures. The Board may do any and all things necessary to carry out the purposes of this Agreement.

(b) Board membership. The ACTC Board shall be composed as follows:

(i) Each member of the Alameda County Board of Supervisors who shall each have one vote, except that at each ACTC Board meeting, the Supervisor actually present at the meeting with the longest service on the Board of Supervisors shall have two votes;

(ii) Two members representing the City of Oakland, with the member with the longest service on ACTC (or previously on ACCMA or ACTIA) having three votes and the other member having one vote;

(iii) One member representing the City of Fremont and one member representing the City of Hayward, each of whom shall have two votes;

(iv) Eleven members each representing one of the other 11 Cities in Alameda County, each of whom shall have one vote; and

(v) One representative of BART and one representative of AC Transit, each of whom shall have one vote.

(vi) Notwithstanding the foregoing, only members of bodies who have paid or allocated the fees set by the ACTC Board shall be entitled to be members of the ACTC Board.

(c) Members and Alternates. All members and alternates shall be elected officials, and shall be appointed as follows:

(i) All members and alternates representing a City shall be either that City's mayor or a member of the City Council for such City. If a member representing a City has more than one vote, as set forth in subsection **(b)** above, his or her alternate shall carry the same number of votes as the absent member.

(ii) All members and alternates representing a Member Transit District shall represent a district or ward primarily or fully contained within Alameda County or be a director elected at-large.

(iii) All alternates and members other than the members of the Board of Supervisors will be chosen in the manner determined by their respective City Council or Board.

(iv) The alternate to each member of the Board of Supervisors shall be appointed by the respective Board member, and shall be a mayor or city council member of a City primarily or fully contained within the Supervisor's District, who is not otherwise a voting member of ACTC. Each such alternate shall have only one vote at an ACTC Board meeting, notwithstanding subsection **(b)(i)** above.

(v) Upon execution of this Agreement, and pursuant to subsection **(c)** above, the governing body of each agency other than the Board of Supervisors having representation on the ACTC Board shall appoint a member to the Board and an alternate member, and the City of Oakland shall appoint two members and one or two alternates, who shall serve on the Board in the absence of the regular member. The term of each member other than the Board of Supervisors, who shall serve so long as they are a member of the Board of Supervisors, shall be one year. Each member and alternate shall hold office from the first meeting of the ACTC Board after his or her appointment until a successor is selected, or until such member or alternate is no longer an elected official, whichever is first. Each member and alternate shall serve at the pleasure of the appointing body or person.

(d) Chairperson and Vice-Chairperson. The ACTC Board will annually select a chairperson and vice-chairperson from among its members, by nomination and vote.

(e) Meetings of the ACTC Board.

(i) Regular Meetings. The ACTC Board shall hold regular meeting each month, as determined by the ACTC Board; the Board may decide it is not necessary to meet in any particular month. The date, hour and place at which each such regular meeting shall be fixed by the ACTC Board.

(ii) Special Meetings. Special meetings of the ACTC Board may be called in accordance with applicable provisions of law.

(iii) Notice of Meetings. All meetings of the ACTC Board shall be held subject to the provisions of the Ralph M. Brown Act, being sections 54950 et seq. of the

Government Code, and other applicable laws of the State of California requiring notice of meetings of public bodies to be given.

(iv) Quorum. A majority of the members of the ACTC Board, by numbers rather than voting power, shall constitute a quorum for the transaction of business, except that less than a quorum may adjourn from time to time.

(v) Meeting Compensation. The ACTC Board is authorized to fix a reasonable sum to be paid elected officials for attendance at ACTC Board and committee meetings and meetings of other agencies while on ACTC business. Such compensation shall cover mileage and other costs associated with meeting attendance.

(f) By-Laws. The ACTC Board shall adopt from time to time such by-laws and/or administrative codes, rules or regulations for the conduct of its affairs as may be required. At a minimum the by-laws or administrative code shall include guidelines and procedures related to the finding of non-conformance with the Congestion Management Program.

(g) Technical Advisory Committee. The Alameda County Transportation Advisory Committee ("ACTAC") will function as the technical advisory committee to the ACTC. The ACTAC shall be composed of: one staff representative of ACTC, who shall serve as chair of the ACTAC; one staff representative of each city and the County; one staff representative of each Transit Operator; and one staff representative each of MTC, Caltrans and BAAQMD. The ACTC Board may add additional representatives to ACTAC. Each representative shall have one vote. A majority of the members shall constitute a quorum for the conduct of business. Staff representatives for Local Agencies are expected to be selected from the public works and planning departments. ACTAC may form subcommittees as necessary.

(h) Citizens' Watchdog Committee. The Citizens' Watchdog Committee as described in the Alameda County 2000 Transportation Expenditure Plan shall be appointed as and have the powers specified in that Plan regarding the expenditure of ACTIA funds.

(i) Other Committees. The ACTC Board may establish standing and special committees, which may include members of the Board, representatives of other agencies, and/or members of the public as necessary to accomplish its responsibilities under this Agreement.

11. POWERS. The ACTC is hereby authorized in its own name to perform all acts necessary for the exercise of said powers including but not limited to the following:

(a) To make and enter into contracts;

(b) To apply for and accept grants, advances and contributions;

(c) To employ or contract for the services of agents, employees, consultants and such other persons or firms as it deems necessary;

(d) To make plans and conduct studies and to review, recommend or adopt revisions or amendments thereto to the extent allowed by law;

(e) To acquire, construct, manage, maintain, operate and control any building, transportation services, public or private works or improvements necessary to perform its functions under this Agreement;

(f) To acquire, hold or dispose of property necessary to perform its functions under this Agreement, including the power to acquire property by eminent domain to the extent allowed by state law;

(g) To sue and be sued in its own name;

(h) To incur debts, liabilities or obligations, subject to limitations herein set forth;

(i) To levy and collect fees and charges, including administrative and operating costs, as provided in this Agreement or by law, against all entities to which the law applies, both signatory and non-signatory to this Agreement;

(j) To adopt, as authorized by law, ordinances or resolutions necessary to carry out the purposes of this Agreement;

(k) To seek regional, state and federal funding to assist in paying the cost of carrying out the duties described in this Agreement, including but not limited to preparing, adopting, amending, administering and implementing the Congestion Management Program, the programs and projects described in the Alameda County 2000 Transportation Expenditure Plan and activities described in this Agreement; and

(l) To recommend, adopt and amend the Congestion Management Program to the extent allowed by law.

(m) To exercise any and all other powers that may be exercised by members of ACTC.

12. VOTE REQUIRED. A majority of the voting power of those present and voting shall be required for all actions of the ACTC; except that a two-thirds vote of the total voting power shall be required to amend the Alameda County 2000 Transportation Expenditure Plan.

13. STAFFING. The ACTC may appoint and retain staff as necessary to fulfill its powers, duties and responsibilities under this Agreement, including but not limited to appointment of temporary or permanent staff and contracting with any Local Agency.

14. RESTRICTION UPON EXERCISE OF POWER OF ACTC. This Agreement is entered into under the provisions of Government Code section 6500 et seq. concerning joint powers agreements. The powers to be exercised hereunder shall be subject to the restrictions set forth herein. The manner of exercising powers granted ACTC by this Agreement shall be subject to the same restrictions as imposed upon the County of Alameda.

15. FUNDS, AUDIT AND ACCOUNTING SERVICES. Pursuant to the requirements of Section 6505.5 and 6505.6 of the Government Code, and prior to taking

possession of any monetary assets from any predecessor agencies, ACTC shall appoint a finance manager, chief financial officer or similar employee of ACTC to be the depositary and to have custody of all funds from whatever source, and to comply with the duties and responsibilities of the offices of treasurer and auditor as set forth in subdivisions (a) to (d), inclusive, of Section 6505.5.

There shall be strict accountability of all funds and the designated employee shall report to the ACTC Board all receipts and disbursements. In addition, the ACTC Board shall contract for an audit of the accounts and records at least annually as prescribed by section 6505 of the Government Code. In each case the minimum requirements of the audit shall be those prescribed by the State Controller for special districts under section 26909 of the Government Code and the audit shall conform to generally accepted auditing standards.

16. DISPOSITION OF ACTC FUNDS UPON TERMINATION.

(a) In the event of termination of the ACTC where there is a successor public entity which will carry on the activities of the ACTC and assume its obligations, ACTC funds, including any interest earned on deposits, remaining upon termination of the ACTC and after payments of all obligations shall be transferred to the successor public entity.

(b) If there is no successor public entity which would carry on any of the activities of the ACTC or assume any of its obligations, ACTC funds, including any interest earned on deposits, remaining upon termination of the ACTC and after payment of all obligations, shall be returned in proportion to the contribution of each local jurisdiction during the term of this Agreement.

17. PROCEDURE FOR BECOMING A SIGNATORY TO THIS AGREEMENT. Cities incorporated and transit agencies established after the effective date of this Agreement may become signatories to this Agreement by petition to the ACTC Board.

18. SPECIAL PROVISIONS. The signatories to this Agreement desire to continue levying a fee for the purpose of defraying the cost of preparing, maintaining, administering and implementing the Congestion Management Program, the Countywide Transportation Plan and other functions of the ACCMA. Therefore, by their signatures hereon, the signatories delegate to the ACTC the power to levy such a fee upon the signatories for the purpose of defraying the costs of preparing, maintaining, administering and implementing the Congestion Management Program and other duties of the ACTC as specified in this Agreement. It is presumed that such fees will be paid from fuel tax subventions to local government, and/or any other funds available for the purpose. If a portion of all of the fees is to be paid from fuel tax subventions, the ACTC may request the State Controller to subvene those fees directly to the ACTC.

If fees are levied against Local Agencies, such fees shall be assigned based on the proportion the Local Agency's Proposition 111 fuel tax subventions bear to the total of Proposition 111 fuel tax subventions for all Local Agencies. If fees are levied against the Member Transit Operators, such fees shall be assigned to each Member Transit Operator according to an equitable formula.

Failure to provide its share of the adopted fee to the ACTC shall be deemed to constitute

non-conformance with the requirements of the Congestion Management Program for the affected Local Agency. The ACTC shall notify the State Controller of the Local Agency's non-conformance.

19. AMENDMENTS. This Agreement may be amended by the affirmative vote of the Board of Supervisors and a majority of the cities representing a majority of the population.

20. NOTICES. All notices to agencies shall be deemed to have been given when mailed to the governing body of each member agency.

IN WITNESS WHEREOF, each agency has executed approval of this Agreement and filed said approval with the Clerk of the County of Alameda. This Agreement may be executed in counterparts, each of which shall be deemed an original, but all of which counterparts together shall constitute one and same instrument.

Signatures on following pages

CITY OF ALAMEDA
A Municipal Corporation

Ann Marie Gallant ~~Interim~~ City Manager
LISA GOLDMAN
Acting

RECOMMENDED FOR APPROVAL

Matthew T. Naclerio
Public Works Director

APPROVED AS TO FORM:
City Attorney

Laura Zagaroli
Deputy City Attorney

FEB 07 2017

BY: .....

CITY OF ALBANY
a California municipal corporation

By:_____
Joanne Wile, Mayor

Dated: May 18 ,2010

Authorized by the City Council of the
City of Albany, Resolution No. 2010-17

By:_____
Jacqueline L. Bucholz, City Clerk

Adopted: May 17, 2010

APPROVED AS TO FORM

By:_____
Robert J. Zweben, City Attorney

CITY OF BERKELEY,
a California municipal corporation

By: Tom Bates
Tom Bates, Mayor

Dated: 1-24-11, 2010

Authorized by the City Council of the
City of Berkeley, Resolution No. 64,879-N.S.

By:
Deanna Despain, City Clerk

Adopted May 18, 2010

APPROVED AS TO FORM

By:
Zach Cowan, City Attorney

CITY OF DUBLIN,
a California municipal corporation

By: _____
Joni Pattillo, City Manager

Dated: 1/19, ~~2010~~ 2011

Authorized by the City Council of the City of Dublin, Resolution No. 43-10

By: _____
Caroline Soto, City Clerk

Adopted April 20, 2010

APPROVED AS TO FORM

By: _____
John Bakker, City Attorney

CITY OF EMERYVILLE,
a municipal corporation

By: _____
Patrick O'Keeffe, City Manager

Dated: 4/6, 2010

Authorized by the City Council of
the City of Emeryville, Resolution No. 10-63

By: _____
Karen Hemphill, City Clerk

Adopted April 6, 2010

APPROVED AS TO FORM

By: _____
Michael Biddle, City Attorney

CITY OF FREMONT,
a California municipal corporation

By: Bob W asserman
Robert Wasserman, Mayor

Dated: January 25, ~~2010~~ 2011

Authorized by the City Council of the City of Fremont, Resolution No. 2010-29

By: Dawn G. Abrahamson
Dawn G. Abrahamson, City Clerk

Adopted May 4, 2010

APPROVED AS TO FORM

By: Harvey E. Levine
Harvey E. Levine, City Attorney

RECEIVED JAN 31 2011 BY:

CITY OF HAYWARD,
a California municipal corporation

By: _____
Frances David, City Manager

Dated: 1/24/11, 2010

Authorized by the City Council of the City of Hayward, Resolution No. 10-062

By: _____
Miriam Lens, City Clerk

Adopted April 27, 2010

APPROVED AS TO FORM

By: _____
Michael Lawson, City Attorney

CITY OF LIVERMORE,
a California municipal corporation

By: Marshall Kamena
Marshall Kamena, Mayor

Dated: May 24, 2010

Authorized by the City Council of the City of Livermore, Resolution No. 2010-092.

By: Susan Neer
Susan Neer, City Clerk

Adopted May 24, 2010

APPROVED AS TO FORM

By:
John Pomidor, City Attorney
by Susan Alcala
Assistant City Attorney

11-097

CITY OF NEWARK,
a California municipal corporation

By: _____
David W. Smith, Mayor

Dated: April 8, 2010

Authorized by the City Council of the
City of Newark, Resolution No. 9702

By: _____
Sheila Harrington, City Clerk

Adopted April 8, 2010

APPROVED AS TO FORM

By: _____
Gary Galliano, City Attorney

CITY OF PIEDMONT,
a California municipal corporation

By: _____
Dean Barbieri, Mayor

Dated: 5/3, 2010

Authorized by the City Council of the
City of Piedmont, Resolution No. 33-10

By: _____
Ann Swift, City Clerk

Adopted April 5, 2010

APPROVED AS TO FORM

By: _____
George Peyton, City Attorney

CITY OF PLEASANTON,
a California municipal corporation

By: _____
Jennifer Hosterman, Mayor

Dated: May 18, 2010

Authorized by the City Council of the City of Pleasanton, Resolution No. 10-368

By: _____
Karen Diaz, City Clerk

APPROVED AS TO FORM

By: _____
Jonathan P. Lowell, City Attorney

CITY OF SAN LEANDRO,
a California municipal corporation

By: _____
Stephen H. Cassidy, Mayor

Dated: 1/27/11, 2011

Authorized by the City Council of the
City of San Leandro, Resolution No. 2010-083

By: _____
Marian Handa, City Clerk

Adopted: June 21, 2010

APPROVED AS TO FORM

By: _____
Jayne W. Williams, City Attorney

CITY OF UNION CITY,
a California municipal corporation

By: _____
Mark Green, Mayor

Dated: _____, 2010

Authorized by the City Council of the City of Union City, Resolution No. 3979-10

By: _____
Renee Elliott, City Clerk

Adopted April 27, 2010

APPROVED AS TO FORM

By: _____
~~Michael Ribaek~~, City Attorney
BENJAMIN T. REYES IV

COUNTY OF ALAMEDA,

By: _____
Alice Lai-Bitker, President

Dated: 6/28/, 2010

Authorized by the Alameda County Board of Supervisors, Resolution No. R-2010-216 & R-2010-225

By: _____
Clerk, Board of Supervisors

Adopted May 25, 2010

APPROVED AS TO FORM

Richard E. Winnie, County Counsel

By: _____ Deputy

ALAMEDA CONTRA-COSTA TRANSIT DISTRICT

By: _____
Mary V. King, Interim General Manager

Dated: June 9, 2010

Authorized by the Alameda Contra-Costa Transit District, Resolution No. 10-023

By: _____
Linda A. Nemeroff, District Secretary

APPROVED AS TO FORM

By: _____
Kenneth C. Scheidig, General Counsel

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT (BART)

By: _____
Dorothy W. Dugger
General Manager

Dated: Jan 31, 2011

Authorized by the Bay Area Rapid Transit District,
Resolution No. 5136

By: _____
Kenneth A. Duron
District Secretary

APPROVED AS TO FORM

By: _____
Patricia M. Smith
General Counsel

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

By: _____
Dennis Fay, Executive Director

Date: 6/24/2010

Authorized by the Board of the Alameda County Congestion Management Agency, Resolution 10-11, adopted June 24, 2010

Approved as to form and legality:

_____
Wendel, Rosen, Black & Dean LLP
Legal Counsel to ACCMA

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY

By: _____
Christine Monsen
Executive Director

Authorized by the Board of the Alameda Transportation Improvement Authority, Resolution 10-17, adopted June 24, 2010

Attest:

_____
Clerk of ACTIA (ACTING) - ANGELA A. AZAD

Approved as to Legal Form:

By: _____
Wendel, Rosen, Black & Dean LLP
ACTIA Counsel

I-580 Corridor Improvement Projects

Project Delivery Strategy and Status Update

Presentation to Alameda County Transportation Commission
Program and Projects Committee
April 11, 2011



Purpose of Presentation

- **Provide an update on the status, scope, cost, and schedule of the I-580 Corridor Express (HOT) Lane Projects including a project delivery plan for the I-580 WB Express Lane.**

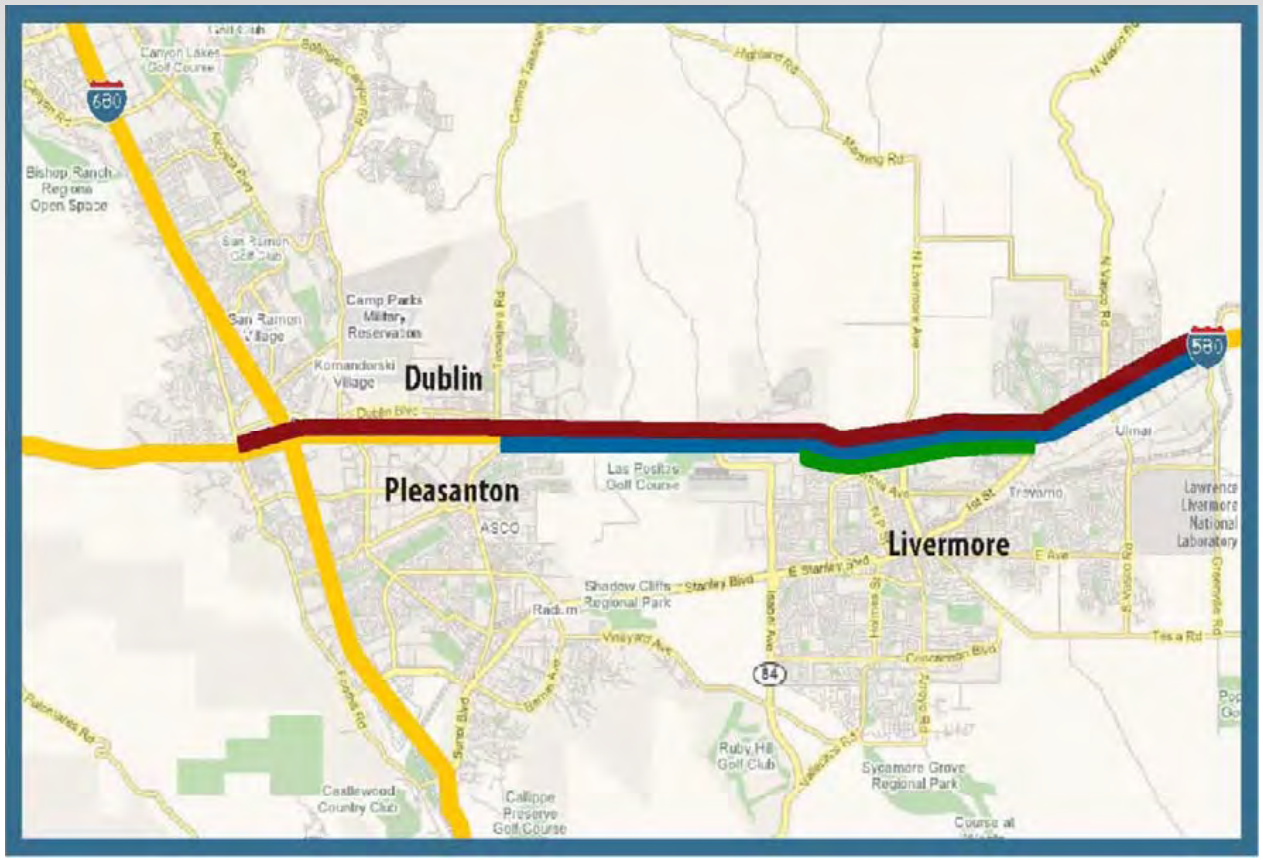


Inventory of Current I-580 Corridor Projects

- **Eastbound I-580 HOV Lane Project** (Hacienda Drive to Greenville Road)
  - Includes Rehabilitation within project limits
- **Eastbound Auxiliary Lane Project** (Isabel Avenue to First Street)
- **Eastbound HOT Lane Project Conversion** (Hacienda Dr to Greenville Rd)
- **Westbound I-580 HOV Lane Project** (Foothill Blvd to Greenville Rd)
  - Includes Rehabilitation within project limits (Pending Fund Allocation)
- **Westbound HOT Lane Conversion Project** (Foothill Blvd to Greenville Rd)
- **I-580 Traffic Management Plan & Corridor Management**
- **I-580 Landscaping & Environmental Mitigation**
- **I-580/Isabel Avenue Interchange Project**
- **Eastbound Truck Climbing Lane Project** (Greenville Rd to North Flynn Rd)
- **I-580/I-680 Interchange Improvements Study**



I-580 Corridor Projects – Vicinity Map



Eastbound Aux Lane Limits

Eastbound HOT Lane Limits

Westbound HOV/HOT Lane Limits

Congestion Relief

Goods Movement

ALAMEDA County Transportation Commission

Caltrans

A Partnership of Local, Regional, and State Agencies

I-580 CORRIDOR IMPROVEMENTS

Eastbound I-580 HOV Lane Project

- Constructed via two construction contracts
  - Segment 1 – Portola to Greenville
    - HOV Lane opened October 2009
  - Segment 2 – Hacienda to Portola
    - HOV Lane opened November 2010



Eastbound I-580 HOV Lane Project

- **Segment 1 Status**
  - Contract Acceptance – February 2, 2010
  - Final Contract Cost – $41,214,986.52
- **Segment 2 Status**
  - Contract is suspended to accommodate Isabel I/C Project. Remaining work, pavement rehabilitation between Portola and Airway, will commence August 2011.
  - Estimated Date of Contract Acceptance: December 2011
  - Estimated Contract Cost - $32,700,000



Eastbound I-580 HOV Lane Project – Programmed Funding (In $Mil)

	CMIA	STIP	TCRP (LONP)	SHOPP	RM2	TCRP	FED	TVTC	TOTAL
PSR	Prepared by Caltrans (Funding Unavailable)								
PA&ED					5.00	7.00			12.00
PS&E					1.00				1.00
ROW									0.00
Construct Capital	43.77	17.67	14.71	27.00			2.85		106.00
Construct Support	8.36		3.29				2.45	0.60	14.70
TOTAL	52.13	17.67	18.00	27.00	6.00	7.00	5.30	0.60	133.70

Total Project Cost: $133.70 M



I-580 Eastbound Auxiliary Lanes Project – Isabel Avenue to First Street

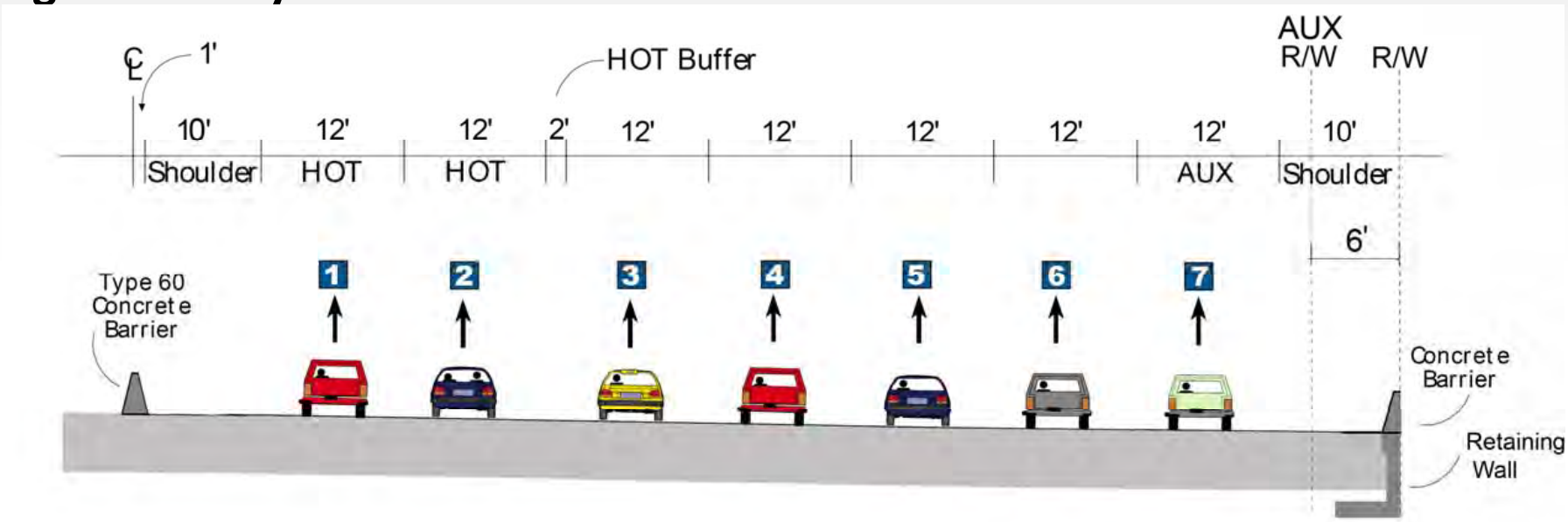
- **Environmental documentation is being prepared through a second revalidation of the original EB I-580 HOV Lane Project environmental document**
  - **Includes the road bed width necessary for a standard double HOT Lane.**
- **Currently at 95% PS&E:**
  - **95% PS&E must be revised to include additional width to accommodate a double HOT Lane.**
  - **Includes sound wall that was deleted from the I-580/Isabel Avenue Interchange Project.**
  - **Plan to add additional HOT Lane scope for construction.**



I-580 Eastbound Auxiliary Lanes Project with HOT Lane

- **Will accommodate conversion of the recently constructed EB HOV Lane to a double HOT lane facility with <u>standard shoulder and lane widths.</u>**

- **Aux Lane PS&E will be revised to accommodate HOT Lane Project. HOT lane design currently at PA&ED level.**



Congestion Relief

580

Goods Movement

ALAMEDA County Transportation Commission

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I-580 CORRIDOR IMPROVEMENTS

I-580 Eastbound Auxiliary Lane Project -- Funding

	CMIA	RM2	TVTC	FED	Scope Seg 1	LONP	Total
PSR	Not Applicable						
PA&ED		1.35		0.23			1.58
PS&E		0.57	0.30				.87
ROW		0.50					0.50
Construct Cap	19.03				4.99	1.70	25.72
Construct Sup	2.54	0.24					2.78
TOTAL	21.57	2.66	0.30	0.23	4.99	1.70	31.45

Total Project Cost: $31.45 M



I-580 Eastbound Auxiliary Lane Project -- Schedule

❖Project Approval	October 2011
❖PS&E	January 2012
❖Right of Way Cert (Assuming no Condemnation)	April 2012
❖RTL	April 2012
❖Advertise	May 2012
❖Bid Opening	July 2012
❖Award	August 2012
❖End Construction	April 2014



I-580 Eastbound HOT Lane



EB HOT Lane

Project Location:

I-580 EB from Hacienda Drive to Greenville Road in Livermore

Status:

HOV Lane construction complete, HOT Lane Project in Environmental Phase, scope set. Expect to combine with Aux lane construction contract

I-580 Eastbound HOT Lane Project -- Funding

	CMIA	STIP	SHOPP	RM2	TVTC	FED	Shortfall	Total
PSR	None							
PA&ED				1.50				1.50
PS&E				0.30			.40	0.70
Sys. Int.				0.50		7.50		8.00
ROW				0.20			.20	0.40
Construct Cap				6.30	2.70		7.90	16.90
Construct Sup	To be combined with I-580 EB Aux Lane Project							
TOTAL				8.80	2.70	7.50	8.50	27.5

Total Project Cost: $27.5



I-580 Eastbound HOT Lane Project -- Schedule

❖Project Approval	November 2011
❖PS&E	January 2012
❖Right of Way Cert (Assuming no Condemnation)	April 2012
❖RTL	April 2012
❖Advertise	May 2012
❖Bid Opening	July 2012
❖Award	August 2012
❖End Construction	April 2014

Note: Project combined with Aux Lane for Construction



I-580 Westbound HOV Lane



Westbound HOV Lanes

Project Location:

I-580 WB from Greenville Road in Livermore to Foothill Road in Dublin

Status:

PA&ED complete, Proj. split into 2 contracts, District PS&Es at 95% and 100%, R/W maps completed and Appraisal Letters sent. R/W acq. and incorporating rehab critical path.

Upcoming Contracts:

Construction – Fall 2011

Congestion Relief

Goods Movement

ALAMEDA County Transportation Commission

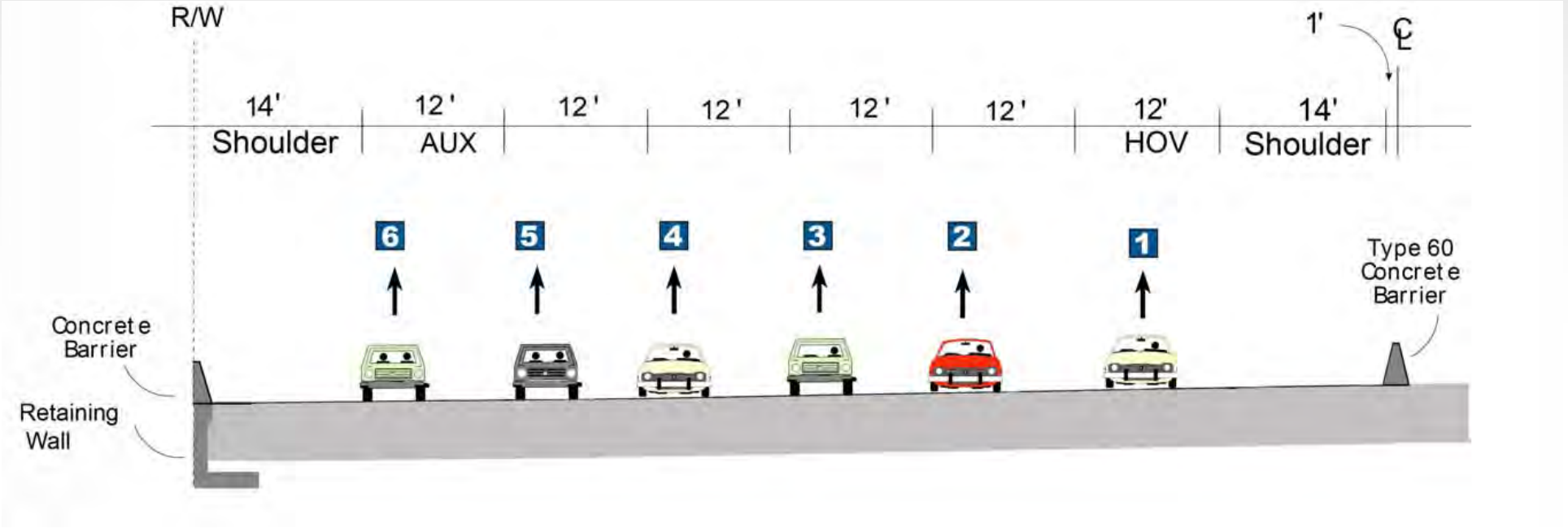
Caltrans

A Partnership of Local, Regional, and State Agencies

I - 5 8 0 C O R R I D O R I M P R O V E M E N T S

I-580 Westbound HOV Lane

Typical cross section for WB HOV lane



ACTC_AR0088

I-580 Westbound HOV Lane Project – Funding & Schedule

RM2	$ 15,893,000
Savings from EB HOV Projects	$ 0
I-Bond: CMIA	$101,700,000
Federal	$ 250,000
SHOPP	$ 33,400,000
Caltrans PPM	$ 57,400
Local (LONP, TVTC, Meas. B & Livermore)	$ 19,851,000
Total Funding**	$171,151,400

Project Approval	Complete
PS&E	August 2011
Right of Way (Assuming no condemnation req'd)	November 2011
RTL	November 2011
Advertise	December 2011
Bid Opening	February 2012
Award	March 2012
End Construction	October 2014

Note: Schedule Updated to accommodate Incorporation of rehab.



I-580 Westbound HOT Lane



Westbound HOT Lanes

Project Location:

I-580 WB from Greenville Road in Livermore to Foothill Road in Dublin

Status:

Feasibility, Revenue and Traffic Operations Report preparation underway.

Upcoming Contracts:

Alameda CTC issued RFP for PSR/PR in March 2011. RFP for System Manager Planned for April 2011

I-580 Westbound HOT Lane Project
Current Status

- I-580 Westbound HOTL Feasibility Report, Traffic Operations Analysis Report (TOAR) and Revenue Analysis scheduled to be completed in June 2011
- Alameda CTC issued RFP to prepare a PSR/PR (Project Approval) in March 2011; Approved contract expected in June 2011
- RFP for I-580 and I-680 Corridors System Manager will be issued in April 2011
- The project delivery plan has been discussed with Caltrans, owner of the facility and MTC, owner of the Regional Hot Lane Network



I-580 Westbound HOT Lane Project
Project Implementation

The project implementation plan for the Westbound Express Lane Project includes the following:

- **Conversion of the I-580 westbound HOV lane to a single express lane, with conversion to a double HOT lane to occur in the future, when necessary**
- **Project Approval will come in the form of a revalidation of the I-580 WB HOV lane project document and approval of a PSR/PR**
- **Civil elements will be incorporated in to the I-580 westbound HOV lane project via CCO after westbound HOT project approval.**
- **Development of the Electronic Toll System and preparation of the required cooperative, interface, enforcement, and tolling agreements will occur concurrently with design**



I-580 Westbound HOT Lane Project
Project Implementation

Issues to be Finalized During Preparation of PSR/PR:

- Approval of necessary Design Exceptions (Minimal with single lane option)
- Location of Ingress/Egress (to be determined by Traffic Operations & Analysis Report)
- Location of Enforcement Areas
- Striping
- Location of signs, toll gantries & CCTV



I-580 Westbound HOT Lane Project
System Manager

RFP for System manager will include one System Manager for I-680 and I-580 HOT lane corridors. System Manager tasks include :

- Concept of operations
- Enforcement Plan
- Systems Engineering Management Plan (SEMP)
- Expression of Interest
- Preparation of RFP for System Integrators
- Assisting Alameda CTC Staff with the management of System Integrator contracts
- Assisting with the development of corridor Tolling Policies.



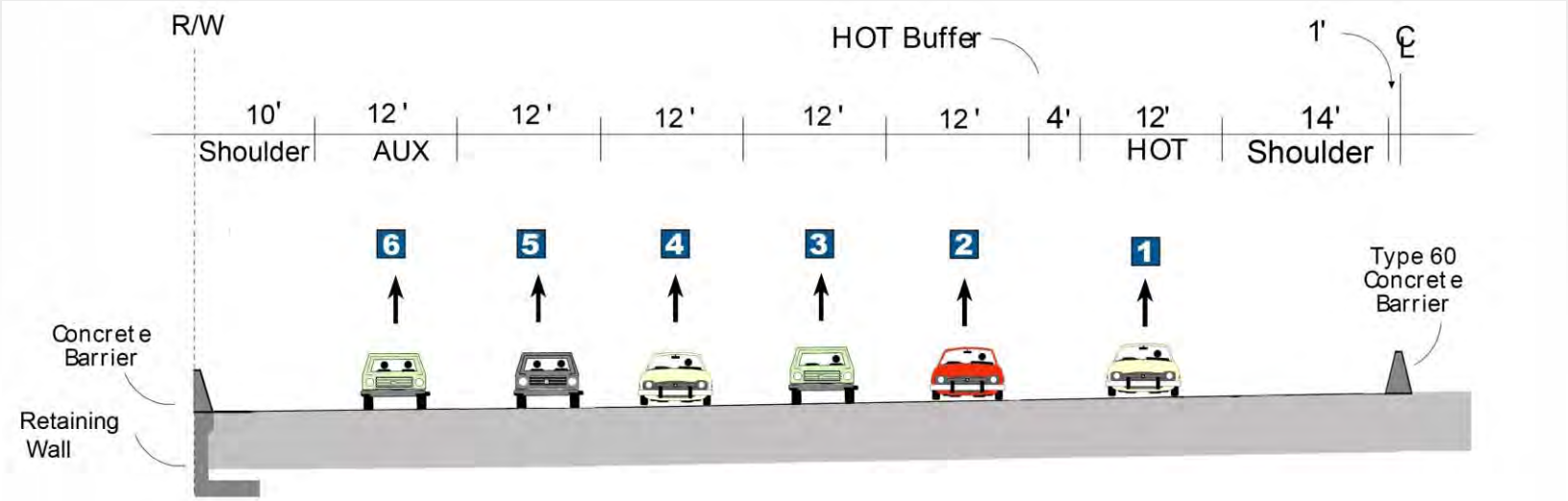
Project Issues

- Westbound HOT funded for scoping, project approval and design only. Source of System Integrator and construction funding in the amount of $12.1 Million yet to be determined.
- Project will construct a single HOT lane. Conversion to double HOT lane will be a future project.
- Current design and estimate assumes utilization of existing pavement with no additional widening and no additional R/W (Constructing a single HOT lane mitigates this issue).
- Tolling Policy for westbound I-580 needed finalize TOAR and revenue Forecast.



I-580 Westbound HOT Lane

Typical cross section for single WB HOT lane



Notes:
Buffer width may be 2-feet

Congestion Relief
580
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County Transportation
Commission
Caltrans
A Partnership of Local, Regional, and State Agencies
I-580 CORRIDOR IMPROVEMENTS

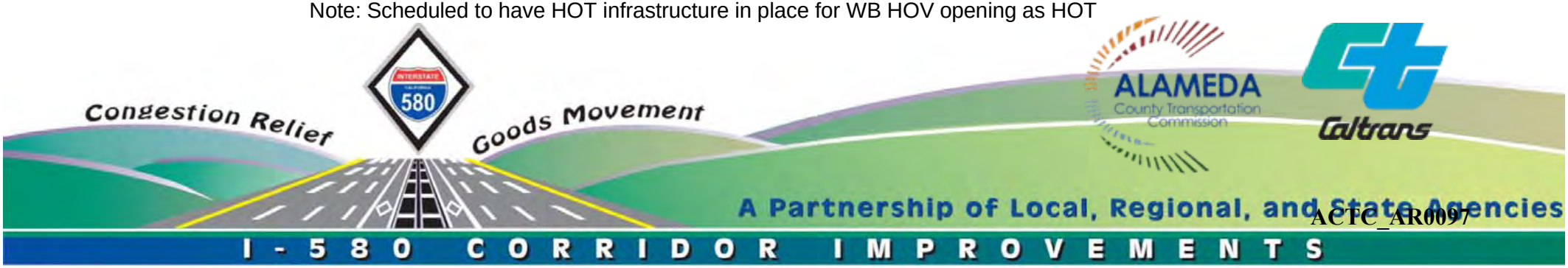
I-580 Westbound HOT Lane – Funding & Schedule

Federal IMD	$ 1,000,000
Local (TVTC)	$ 3,400,000
Funding Shortfall	$ 12,100,000
Total Funding**	$ 16,500,000

**Assumes double HOT configuration

Project Approval	October 2012
PS&E	March 2013
Right of Way (Assuming none req'd)	July 2013
RTL	July 2013
Advertise	August 2013
Bid Opening	September 2013
Award	October 2013
End Construction**	October 2014

Note: Scheduled to have HOT infrastructure in place for WB HOV opening as HOT



Discussion

Alameda County Transportation Commission Implementation Guidelines for the Local Streets and Roads Program Funded through Measure B and Vehicle Registration Fees

(Adopted December 16, 2011)

Section 1. Purpose

A. To delineate the eligible uses of Local Streets and Roads funds authorized under Alameda County Transportation Commission Master Program Funding Agreements, these implementation guidelines have been developed to specify the requirements that local jurisdictions must follow in their use of Measure B and Vehicle Registration Fees (VRF) pass-through funds. These guidelines are incorporated by reference in the Master Program Funding Agreements. All other terms and conditions for programs are contained in the agreements themselves. The intent of the implementation guidelines is to:

1. Provide guidance on Local Streets and Roads funds eligible uses and expenditures.
2. Define the terms in the Master Program Funding Agreements.
3. Guide Local Streets and Roads Program implementation.

Section 2. Authority

A. These Implementation Guidelines have been adopted by the Alameda County Transportation Commission and set forth eligible uses and expenditures for the Local Streets and Roads funds. The Alameda CTC may update these guidelines on an as-needed basis and will do so with involvement of its technical and community advisory committees (as applicable). Exceptions to these guidelines must be requested in writing and be approved by the Alameda CTC Board.

Section 3. Background

A. Alameda CTC developed Implementation Guidelines for the Local Streets and Roads funds to clarify eligible fund uses and expenditures in association with new, 10-year Master Program Funding Agreements for the November 2000 voter-approved Measure B pass-through funds. The Expenditure Plan allocates 22.34 percent of Measure B funds for Local Streets and Roads programs and projects. The original program funding agreements for Measure B pass-through funds expired in spring 2012, and Alameda CTC put in place the new Master Program Funding Agreements to continue fund allocations for the remaining term of Measure B funds allocations through June 2022. In addition, the Master Program Funding Agreements include a new local, voter-approved revenue stream, the Vehicle Registration Fee (VRF), which will provide approximately $11 million per year for transportation improvements throughout the County. The VRF includes 60 percent of net revenues for a Local Streets and Roads Program. These Implementation Guidelines define the eligible uses and allocation process for the Measure B and VRF Local Streets and Roads funds and reflect new policies approved by the Alameda CTC.

Section 4. Definition of Terms

A. **Alameda CTC:** The Alameda County Transportation Commission is a Joint Powers Authority created by the merger of the Alameda County Congestion Management Agency, which performed long-range planning and funding for countywide transportation projects and programs, and the Alameda County Transportation Improvement Authority, which administered the voter-approved, half-cent transportation sales taxes in Alameda County (the Measure B sales tax programs approved in 1986 and 2000).

B. **Bike parking:** Bike racks and lockers, bike shelters, attended bike parking facilities, and bike parking infrastructure.

C. **Bikeways and multiuse paths:** Bike lanes, bike boulevards, sidepaths, bike routes, multiuse pathways, at-grade bike crossings, and maintenance of bikeway facilities.

D. **Bridges and tunnels:** Crossings above or below grade for bicycles, pedestrians, and/or autos and transit.

E. **Capital project:** A capital investment that typically requires the following phases: planning/feasibility, scoping, environmental clearance, design, right-of-way, construction, and completion.

F. **Complete Street:** A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Complete street concepts apply to rural, suburban, and urban areas. (Caltrans definition)

G. **Complete Streets Act of 2008:** The California Complete Streets Act (Assembly Bill 1358) was signed into law in September 2008. It requires that local jurisdictions modify their general plans as follows:

"(A) Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

(B) For the purposes of this paragraph, "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors."

H. **Construction:** Construction of a new capital project, including development of preliminary engineering and construction documents, including plans, specifications, and estimates (PS&E).

I. **Cost Allocation Plans (CAPs):** CAPs and indirect cost (IDC) rate proposals are plans that provide a systematic manner to identify, accumulate, and distribute allowable direct and indirect costs to Local Streets and Roads programs funded through the Alameda CTC Master Program Funding Agreements.

J. **Direct cost:** A cost completely attributed to the provision of a service, operations, a program, a capital cost, or a product. These costs include documented hourly project staff

labor charges (salaries, wages, and benefits) that are directly and solely related to the implementation of the Alameda CTC-funded Local Streets and Roads projects, consultants, and materials. These funds may be used for travel or training if they are directly related to the implementation of the Local Streets and Roads funds.

K. **Education and promotion:** Marketing, education, information, outreach, and promotional campaigns and programs.

L. **Environmental documents**: Preparation of environmental documents, such as those related to the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA), or permits required by state or federal permitting agencies.

M. **Equipment and new vehicles:** Purchase or lease of vehicles and equipment for service improvements, such as information dissemination, fare collection, etc.

N. **Grants**: Funding for plans, programs, or projects based on a competitive call for projects; evaluated based on adopted evaluation criteria; and allocated based on a reimbursement basis.

O. **Indirect cost:** Also known as "overhead," any cost of doing business other than direct costs. These costs include utilities, rent, administrative staff, officers' salaries, accounting department costs, and personnel department costs, which are requisite for general operation of the organization but are not directly allocable to a particular service or product.

P. **Maintenance:** Repairs, renovation, or upgrade of existing facility or infrastructure.

Q. **Measure B:** Alameda County's half-cent transportation sales tax, originally approved in 1986, and reauthorized by voters in November 2000. Collection of the sales tax began on April 1, 2002. Administered by the Alameda CTC, Measure B funds four types of programs in 20 local jurisdictions: bicycle and pedestrian, local streets and roads, mass transit, and paratransit.

R. **Operations:** Provision of services that operate transportation facilities and programs. Operations costs do not include the costs to operate community outreach or other programs not directly related to a specific transportation service, program, or product.

S. **Pass-through funds:** Funds allocated based on a funding formula (such as population, registered vehicles, roadmiles, or a combination thereof) defined in a voter-approved measure and provided to eligible jurisdictions on a regularly scheduled basis (such as a regular monthly payment).

T. **Pedestrian crossing improvements:** At-grade pedestrian crossing improvements such as crosswalks, roadway/geometric changes, or reconfiguration specifically benefiting pedestrians.

U. **Planning:** Identification of project and program current conditions and needs and development of strategies and plans to address the identified needs.

V. **Planning area:** Four geographical sub-areas of the county (Planning Areas 1, 2, 3, and 4). The sub-areas of the county are defined by the Alameda CTC as follows:

1. Planning Area 1 – North Area: Cities of Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont

2. Planning Area 2 – Central Area: Cities of Hayward and San Leandro, and the unincorporated areas of Castro Valley and San Lorenzo, as well as other unincorporated lands in that area

3. Planning Area 3 – South Area: Cities of Fremont, Newark, and Union City

4. Planning Area 4 – East Area: Cities of Dublin, Livermore, and Pleasanton, and all unincorporated lands in that area

W. **Project completion/closeout:** Inspection/project acceptance, final invoicing, final reporting, and the processes for closing out a project.

X. **Scoping and project feasibility:** Early capital project phases that identify project needs, costs, and implementation feasibility.

Y. **Sidewalks and ramps:** New sidewalks, sidewalk maintenance, curb ramps, and stairs/ramps for pedestrian and Americans with Disabilities Act access.

Z. **Signage:** Warning, regulatory, wayfinding, or informational signage.

AA. **Signals:** New traffic signals or crossing signals, signal upgrades, countdown signals, audible signals, or signal timing improvements.

BB. **Street resurfacing and maintenance:** Repaving and resurfacing of on-street surfaces, including striping.

CC. **Traffic calming:** Infrastructure primarily aimed at slowing down motor vehicle traffic.

DD. **Vehicle Registration Fee (VRF):** Measure F, Alameda County's VRF Program, approved by the voters in November 2010 with 63 percent of the vote. It will generate approximately $11 million per year through a $10 per year vehicle registration fee. Administered by the Alameda CTC, the VRF funds four main types of programs and the distribution percentage is as follows: local streets and roads (60 percent); transit (25 percent); local transportation technology (10 percent); and bicycle and pedestrian projects (5 percent).

Section 5. Local Streets and Roads Fund Allocations

A. These Implementation Guidelines provide guidance on the Local Streets and Roads Fund allocation process for Measure B and VRF pass-through funds.

1. Measure B Local Streets and Roads Pass-through Funds

a. *General:* Alameda CTC distributes Measure B Local Streets and Roads Pass-through Funds to cities in the county and to Alameda County to be spent on transportation capital improvements for surface streets and arterial roads, and maintenance and upkeep of local streets and roads, including repaving streets, filling potholes, and upgrading local transportation infrastructure. These funds are intended to maintain and improve local streets and roads in Alameda County, and may be used for any local transportation need based on local priorities, including streets and roads

projects, local transit projects, bicycle and pedestrian projects, projects (sponsored by others) that require local agency support, and other transportation uses as approved through a public process by the jurisdiction.

The pass-through funds constitute 100 percent of the total Measure B Local Streets and Roads funds. Each city and Alameda County will receive their proportional share (which share shall be adjusted annually as described in the Master Program Funding Agreement) of the local transportation pass-through funds within their sub-area based on a formula weighted 50 percent by the population of the jurisdiction within the sub-area and 50 percent on the number of road miles within the sub-area. These funds are allocated on a monthly basis directly to each city and the County. These funds must be placed in a separate account from the VRF Funds.

b. *Eligible Uses:* The Measure B Local Streets and Roads pass-through funds may be used for capital projects, programs, maintenance, or operations that directly improve local streets and roads and local transportation. Eligible uses for these funds include, but are not necessarily limited to:

1) Capital projects, including:

a) All phases of capital projects, including feasibility studies, planning, and environmental

b) Upgrades to or installation of new local streets and roads infrastructure including installation of streets, roads, and highways

c) Street resurfacing and maintenance including repaving and resurfacing of on-street surfaces including striping

d) Improvements or upgrades to bridges and tunnels

e) Installation of or upgrades to sidewalks and curb ramps

f) Americans with Disabilities Act (ADA) on-street improvements, including sidewalk upgrades and curb ramp installations

g) Purchase or lease of equipment or new vehicles for local streets and roads improvements

h) Crossing improvements including traffic signals, signage, and traffic lights (at intersections, interchanges, railroads, freeways, etc.) for drivers, pedestrians, and bicyclists

i) Improvements to or installation of new pedestrian facilities (e.g., sidewalks, curb ramps, countdown signals, accessible signals, at-grade bike crossings)

j) Improvements or upgrades to or installation of new bikeways (such as bicycle routes, boulevards, lanes, multi-use pathways)

k) Maintenance of or installation of bicycle and pedestrian facilities, including construction, maintenance, and operations of bike parking facilities.

l) Pedestrian and bicycle access improvements to, from and at transit facilities

m) Traffic calming projects

2) Transit system operations, operations of traffic signal system controls and interconnections, and corridor monitoring and management

3) Mass transit project operations including bus, ferry, shuttle, rail, and Welfare to Work services

4) Paratransit services

5) Direct staff and consultant costs that support eligible activities, including the end-of-year compliance report

6) Direct staff training costs directly related to implementation of projects or programs implemented with the Local Streets and Roads Funds

c. *Ineligible Uses:* The following is a list of ineligible uses of Measure B Local Streets and Roads pass-through funds:

1) Non-transportation projects such as fees charged to capital construction projects for services or amenities not related to transportation

2) Capital projects, programs, maintenances, or operations that do not directly improve local streets and roads and local transportation

3) Projects or programs that exclusively serve city/county staff

4) Indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan

d. *List of Projects/Programs:* All projects and programs that use Measure B Local Streets and Roads pass-through funds must receive governing board approval prior to the jurisdiction expending the pass-through funding on the project/program. This approval allows the opportunity for the public to provide input on planning for local streets and roads projects. These projects and programs must be included in any of the following, as long as they have been adopted by the jurisdiction's governing board:

1) List of projects on which to specifically spend Measure B funds

2) Local Streets and Roads Master Plan with priority projects

3) Capital Improvement Program

4) A resolution, such as to submit a grant application

Furthermore, the jurisdiction must submit to Alameda CTC the list of projects/programs on which the jurisdiction will spend Measure B pass-through funding in advance of expending the funds. The jurisdiction must submit projects and programs to the Alameda CTC through the annual end-of-year compliance report for Measure B funds.

2. VRF Local Streets and Roads Pass-through Funds

a. *General:* Alameda CTC distributes VRF Local Streets and Roads Pass-through Funds to cities in the county and to Alameda County to be spent on transportation capital improvements for surface streets and arterial roads, and maintenance and upkeep of local streets and roads. These funds are intended to maintain and improve local streets and roads as well as a broad range of facilities in Alameda County (from local to arterial facilities).

The pass-through funds constitute 100 percent of the total VRF Local Streets and Roads funds and are distributed among the four planning areas of the county. VRF local streets and roads pass-through funds within the geographic planning area are based on a formula weighted 50 percent by the population of the jurisdiction within the planning area and 50 percent of the number of registered vehicles in the planning area. VRF local streets and roads funds will be distributed by population within a planning area. Allocations may change in the future based on changes in population and number of registered vehicle figures. Recipients are not required to enter into a separate agreement with Alameda CTC prior to receipt of such funds. Agencies will maintain all interest accrued from the VRF Local Road Program pass through funds within the program. These funds are allocated on a monthly basis directly to each city and the County. These funds must be placed in a separate account from the Measure B Funds.

b. *Eligible Uses:* The VRF Local Streets and Roads pass-through funds may be used for improving, maintaining, and rehabilitating local roads and traffic signals. It will also incorporate the Complete Streets practice that makes local roads safe for all modes, including bicyclists and pedestrians, and accommodates transit. Eligible uses for these funds include, but are not necessarily limited to:

1) Street repaving and rehabilitation, including curbs, gutters and drains

2) Traffic signal maintenance and upgrades, including bicyclist and pedestrian treatments

3) Signage and striping on roadways, including traffic and bicycle lanes and crosswalks

4) Sidewalk repair and installation

5) Bus stop improvements, including bus pads, turnouts and striping

6) Improvements to roadways at rail crossings, including grade separations and safety protection devices

7) Improvements to roadways with truck or transit routing

c. *Ineligible Uses:* The following is a list of ineligible uses of VRF Local Streets and Roads pass-through funds:

1) Non-transportation projects such as fees charged to capital construction projects for services or amenities that are not related to transportation

2) Projects or programs that are not directly related to streets and roads improvements

3) Projects or programs that exclusively serve city/county staff

4) Indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan.

Section 6. Complete Streets Policy Requirement

A. To receive Measure B and VRF funds, local jurisdictions must do both of the following with respect to Complete Streets policies:

1. Have an adopted Complete Streets policy, or demonstrate that a policy is being developed and will be adopted by June 30, 2013. This policy should include the "Elements of an Ideal Complete Streets Policy" developed by the National Complete Streets Coalition (http://www.completestreets.org/webdocs/policy/cs-policyelements.pdf). Resources will be developed by the Alameda CTC to assist local jurisdictions with developing and implementing complete streets policies.

2. Comply with the California Complete Streets Act of 2008. The California Complete Streets Act (AB1358) requires that local general plans do the following:

a. Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

b. For the purposes of this paragraph, "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

The Governor's Office of Planning and Research has developed detailed guidance for meeting this law: *Update to the General Plan Guidelines: Complete Streets and the Circulation Element* (http://www.opr.ca.gov/planning/docs/Update_GP_Guidelines_Complete_Streets.pdf).

Section 7. Pavement Condition Index Reporting

A. To receive Measure B and VRF funds, local jurisdictions must do both of the following with respect to the reporting of an agency's pavement condition (PCI) index:

1. Annually report on the citywide pavement condition index (PCI), which rates the "health" of local streets from 1 to 100, in the Annual Program Compliance Report Form. Where applicable, this information will be consistent with material provided for MTC reporting requirements.

2. If the PCI falls below a total average index of 60 (fair condition), specify in the Annual Program Compliance Report what funding amounts, policies, or other needs are required to enable increasing the recipient's PCI to 60 or above.

Section 8. Advancement of Pass-through Funds

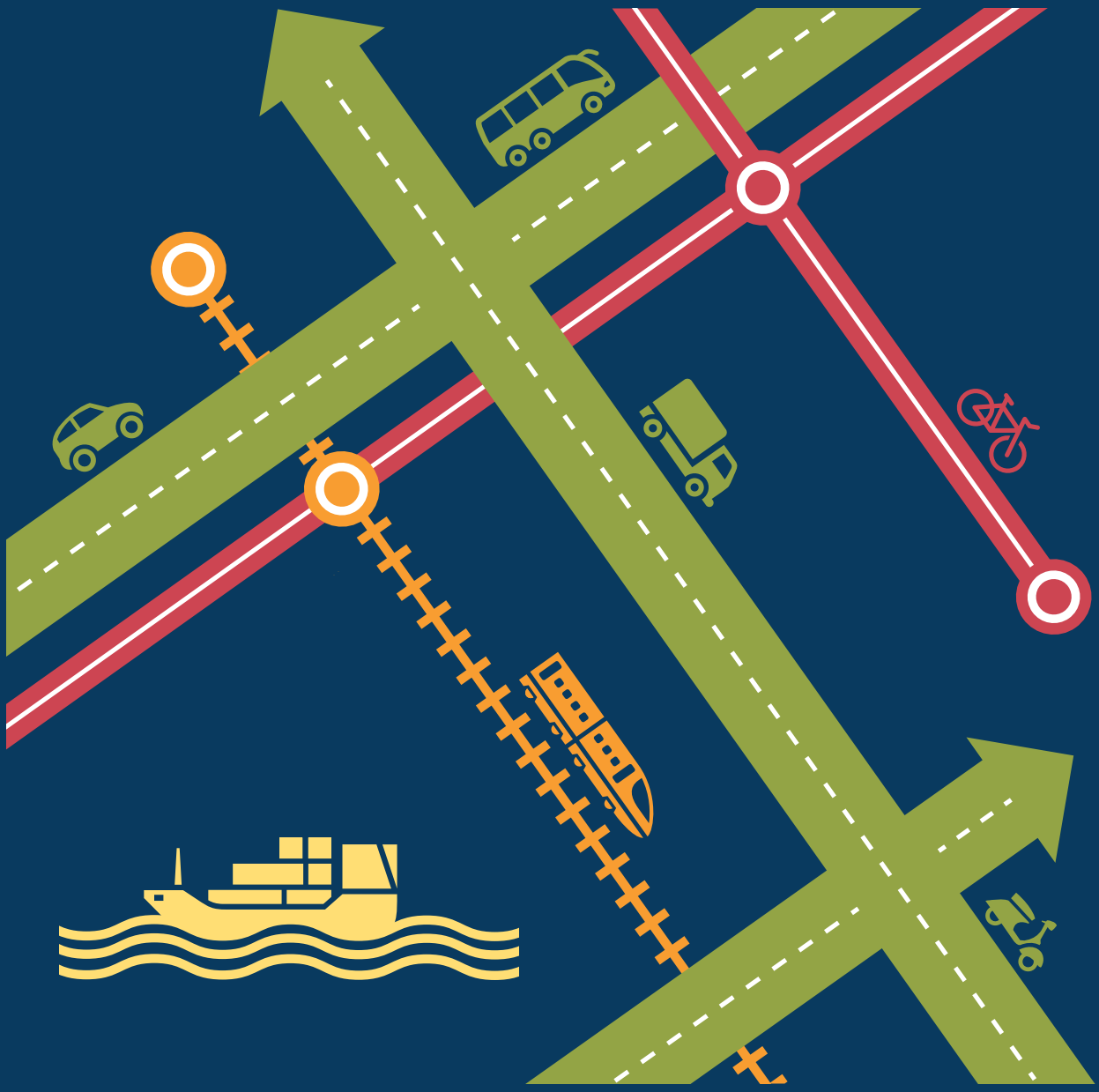
A. The Alameda CTC may consider advancing future year pass-through funds, with the goal of seeing improvements made in the near term. If a jurisdiction is interested in this option, a written request to the Alameda CTC Director of Finance and a copy to the Deputy Director of Projects and Programs, indicating the amount of funds requested and the projects on which the funds will be spent, is required. Requests will be considered on an individual basis.

Section 9. Adoption of Implementation Guidelines

A. Implementation Guidelines are adopted by the Alameda CTC on an as-needed basis. Changes to Implementation Guidelines will be brought through the Alameda CTC's Technical Advisory Committee for review and comment, as well as any other Alameda CTC committees as necessary, before changes are adopted by the Alameda CTC Board.

In The Fast Lane:

Improving Reliability, Stabilizing Local Funding, and Enabling the Transportation Systems of the Future in Alameda County



An exploration of Alameda County's transportation systems, how they are funded, what role they play in supporting economic growth, and what changes are needed to ensure a prosperous future.

An analysis prepared by the Bay Area Council Economic Institute

BAY AREA COUNCIL ECONOMIC INSTITUTE
Connecting business, labor, government and education

Acknowledgments

This report was prepared by the Bay Area Council Economic Institute for the Alameda County Transportation Commission. Sean Randolph (President & CEO) oversaw the development of the study. Tracey Grose (Vice President) designed the study and directed the analysis and completion of the report. Matt Chwierut (Consulting Senior Research Associate) was the primary contributor to Sections 1, 3 and 4 and also contributed to Section 2. Jeff Bellisario (Senior Research Associate) contributed to the overall narrative of the document. Alex Foard (Research Associate) contributed to Sections 2 and 5.

ALAMEDA
County Transportation Commission

Alameda County Transportation Commission's mission is to plan, fund and deliver a broad spectrum of transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

The Bay Area Council Economic Institute

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Bay Area Council Economic Institute is a partnership of business with labor, government, higher education, and philanthropy that works to support the economic vitality and competitiveness of the Bay Area and California.

The Association of Bay Area Governments (ABAG) is a founder and key institutional partner. The Economic Institute also supports and manages the Bay Area Science and Innovation Consortium (BASIC), a partnership of Northern California's leading scientific research universities and federal and private research laboratories.

Through its economic and policy research and its many partnerships, the Economic Institute addresses key issues impacting the competitiveness, economic development, and quality of life of the region and the state, including infrastructure, globalization, science and innovation, energy, and governance. A public-private Board of Trustees oversees the development of its products and initiatives.

BAY AREA COUNCIL ECONOMIC INSTITUTE

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In The Fast Lane

Improve Reliability, Stabilize Local Funding, and Enable the Transportation Systems of the Future in Alameda County

Alameda County, the Hub of Bay Area Commute Flows

Alameda County has the second-largest population in the region, and one of the fastest-growing populations in the state.

Alameda County's more than 600,000 jobs make it the second largest employment base in the Bay Area, behind Santa Clara County.

Alameda residents commuting outside the county increased from 46% to 52% from 2003 to 2011.

12% of Alameda County commuters use public transit, 2% more than the regional average.

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

34% of all BART boardings originate in Alameda County

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

53% of workers in Alameda County live outside the county

Strengthening Economic Competitiveness

Efficient transportation systems are being deployed around the world, positioning regions for the future to:

- **Support** the clustering of firms
- **Expand** the regional labor pool
- **Improve** reliability
- **Conserve** natural resources
- **Improve** quality of life
- **Lower the cost** of moving people & goods

Alameda County's 2014 TEP* addresses current and future needs.

Well-functioning transportation systems are critical to economic competitiveness at the national and the regional levels, influencing commute times, freight delays, land use, quality of life, and productivity.

* Transportation Expenditure Plan that will be on Alameda County's November 2014 ballot

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Alameda County represents a critical focal point in the Bay Area's regional transportation system. While the Port of Oakland accounts for a large share of movement of goods in and out of the region, the county also serves as a vital conduit across all modes of transportation for people within the Bay Area.

Transportation systems must not only be maintained but also upgraded and expanded to keep pace with population growth, connect housing and jobs, and support the economic competitiveness of the region.

Stimulating Economic Impact

Direct spending from Alameda County's 30-year, $8 billion 2014 Transportation Expenditure Plan will yield:

$20B in total economic activity in the Bay Area

150,000 jobs*

- Construction
- Transit operations and maintenance
- Professional, scientific, and technical services
- Manufacturing

* Full-time equivalent jobs

Expanding Goods Movement

Alameda County is the Bay Area's hub for international and domestic trade:

90% of Bay Area trade in agriculture, wine, and heavy machinery by weight goes through the Port of Oakland, sending California's exports around the world

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

The Bay Area's **trucking distribution system** is highly concentrated in **Alameda County**.

The direct spending of Alameda County's 2014 Transportation Expenditure Plan is estimated to yield $20 billion in total economic activity in the Bay Area economy by extending and augmenting the existing 1/2-cent transportation sales tax.

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Executive Summary

Alameda County represents a critical focal point in the Bay Area's regional transportation system. While the Port of Oakland accounts for a large share of movement of goods in and out of the region, the county also serves as a vital conduit for people within the Bay Area across all modes of transportation.

As the population of the county and wider region grows, and as global trade increases, transportation systems must not only be maintained but also upgraded and expanded. But, where does the funding come from? And how does transportation funding translate into positive economic impact?

Alameda County has proposed a 2014 Transportation Expenditure Plan (TEP) that addresses the county's desire to expand transit services, keep fares affordable, provide traffic relief, improve air quality, and create jobs. This document lays out the fundamentals of public transportation spending, illustrates signals of the future of transportation systems, and highlights the role of transportation infrastructure in an advanced economy in enhancing quality of life and securing global competitiveness. This report also provides an overview of the proposed TEP and how it addresses the region's current and future needs.

Advancing transportation infrastructure is critical for growing regional economic competitiveness as it influences everything from the cost of production, the flow of innovation and ideas, and property values.

- Efficient transportation systems increase reliability and can lower the cost of commuter flows and goods movement.
- Quality transportation systems support the productive clustering of firms and expand the labor pool.
- Technological innovations are opening new possibilities in urban transportation, encouraging the growth of systems that are more digital, multi-modal, efficient, adaptable, and accommodating of petroleum alternatives.
- Cities around the world are experimenting with transportation solutions, ready to reap the economic benefits of superior mobility.
- In this uncertain environment, regions must make transportation investments to prepare for a changing future of moving goods and people.

Alameda County is at the heart of Bay Area commute flows, connecting diverse residential communities (even outside the Bay Area) with the region's job centers. As the economy and population grow, Bay Area commutes are becoming longer, and the number of commuters is rising.

- The Bay Area's highly mobile regional labor pool consists of 1.3 million residents who cross at least one county line to get to work. These workers account for 47 percent of employed residents in the Bay Area.
- Approximately 37 percent of Bay Area workers travel to, from, or through Alameda County. In 2011, approximately 180,000 commuters traveled through the county each day to work destinations to both its east and west, and over 300,000 commuters traveled into the county for work.

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- Alameda County is the largest source of inter-county commuters in the Bay Area with over 300,000 residents commuting outside of the county each day.
- The percentage of Alameda County residents commuting outside the county increased from 46 percent to 52 percent from 2003 to 2011.
- Over 12 percent of commutes originating in Alameda County use public transportation, compared to 10 percent of commutes in the broader Bay Area, and 5 percent in the United States.
- Approximately one-third of all BART system boardings occur in Alameda County.
- Home to 21 percent of the Bay Area's population, Alameda County was one of the fastest growing counties in California in 2013.
- More cars and longer distances translate into greater delays. Given its pivotal position in the region, Alameda County experiences the largest number of vehicle hours spent delayed in traffic in the Bay Area.

Alameda County is the Bay Area's hub for international and domestic trade.

- By value, 41 percent of Bay Area trade passes through Alameda County.
- The Port of Oakland handles over 90 percent of total Bay Area trade by weight for many of California's key exports, including high-value agriculture, wine, and heavy machinery.
- The Port of Oakland handles 99 percent of containerized cargo that flows through Northern California.
- The Oakland International Airport handles the majority of all air cargo in the Bay Area, with a focus on domestic trade.
- Highly concentrated in Alameda County, Bay Area trade relies extensively on the trucking distribution system and, in turn, on the region's highways.

Transportation funding is complex, increasingly unreliable, and more and more dependent on local communities.

- The transportation funding system in the United States is complex. Funds come from a variety of sources and flow through multiple levels of governments until they can be directed to local uses and projects.
- Federal sources of transportation funding are becoming increasingly unreliable. Federal stimulus funding funneled more than $50 billion in general funds to transportation projects, but this recent surge in spending is unlikely to continue.



The direct spending of Alameda County's 2014 Transportation Expenditure Plan is estimated to yield $20 billion in total economic activity in the Bay Area economy.

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- The federal gas tax - set at $0.184 per gallon for gasoline - has not been raised since 1993. Because it is not indexed to inflation, its value has eroded immensely over the past 20 years.
- Bonds are increasingly relied on for transportation funding across the US and in California. A $20 billion transportation bond, approved by voters statewide in 2006, is almost entirely spent.
- Local funding, including sales tax measures (like Measure B in Alameda County in 2000), supplies approximately 50 percent of transportation revenues in California and, relative to other funding sources, provides strong local transparency and control.
- Most of the projects envisioned in the voter-approved 2000 Measure B have been completed ahead of schedule. A Citizens Watchdog Committee has found expenditures to be consistently satisfactory. This has occurred even in the face of lower-than-forecast sales tax revenues.
- Measure B funds have helped secure over $3 billion in additional external funding to support transportation projects in Alameda County.

Alameda County's 2014 Transportation Expenditure Plan (TEP) invests in immediate transportation needs with an eye toward the future success of the region's economy.

- The 2014 TEP primarily focuses on maintaining existing transportation systems, particularly transit, and on relieving congestion, improving air quality, and stimulating economic development.
- Major new projects envisioned in the 2014 TEP include BART modernization and expansion, improved bicycle trails and facilities throughout the county, expanding high-occupancy vehicle/high-occupancy toll (HOV/HOT) lanes, local community developments that connect transit to jobs, and projects that improve the movement of freight on trucks and rail.

The direct spending of Alameda County's 2014 Transportation Expenditure Plan is estimated to yield $20 billion in total economic activity in the Bay Area economy.

- Planned spending across the economy for maintenance, operations, new construction, new equipment, and other new systems will translate into approximately 149,900 full-time equivalent jobs.
- This added economic activity will generate an estimated total of approximately $2.4 billion in federal, state, and local tax revenue.

ACTC_AR0115

Introduction

Alameda County is a critical focal point in the Bay Area's regional transportation system. While the Port of Oakland and Oakland International Airport account for a large share of the movement of goods in and out of the region, the county also serves as a vital conduit for people moving throughout the Bay Area across all modes of transportation.

As the population of the county and region grows, and as global trade increases, transportation systems must not only be maintained but also upgraded and expanded. But, from where does the funding come? And how does transportation funding translate into positive economic impact in the county?

This document illustrates signals of the future of transportation systems and highlights the role of transportation infrastructure in enhancing quality of life and securing global competitiveness in an advanced economy. The report focuses on Alameda County and the significant part it plays in the movement of goods and people in the Bay Area economy. To support this vital role, Alameda County has proposed a 2014 Transportation Expenditure Plan (TEP) that addresses the county's desire to expand transit services, keep fares affordable, provide traffic relief, improve air quality, and create jobs.

In order to better understand the importance of these investments and their potential positive economic benefits, this report provides an overview of the evolution of transportation infrastructure and the financing system that is used to pay for it. Alameda County's TEP seeks to position the region ahead of these changes, which will translate into economic advantages as the Bay Area becomes more interconnected. Additionally, TEP investments will produce significant economic benefit for the area in the form of job growth, while improving upon a transportation system that is a crucial piece of the region's competitive infrastructure.

Section 1 explores the role of advanced transportation systems in economic competitiveness today, offers examples of early-stage transportation systems of the future, and discusses places in the world that are early adopters of advanced technologies. Through a series of metrics, **Section 2** illustrates Alameda County's critical role as the region's hub for the movement of goods and people. **Section 3** examines the sources of transportation funding in Alameda County and how that funding has changed over the years. Alameda County's proposed 2014 (TEP) is laid out in **Section 4**. Reflecting on the planned expenditures of the TEP, **Section 5** estimates the broader regional economic impacts of this investment.

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Advanced Transportation Systems and Economic Competitiveness

Modern transportation systems play an important role in local and global commerce, growing economic vitality and improving quality of life. Our context is changing locally and globally. External drivers as well as changing preferences are forcing us to reconsider how we do things, and technology offers new options for responding to change and shaping our future. Other places in the world are already in the fast lane, implementing advanced transportation systems to support local economic growth and future competitiveness. What are the systems of the future? How can new technology in transportation systems improve our lives and commerce in the county and region?

New practices and new technological tools are emerging that offer new options either in response to change or in advance of change. Positioning a region on the front end of change translates into a stronger competitive position.

This section explores the role of advanced transportation systems in economic competitiveness today and how improving system reliability and reducing traffic congestion can grow economic vitality and quality of life. Pushing the envelope of creative problem-solving, examples of early-stage transportation systems of the future are presented as well as examples of other metro areas in the world that are early adopters of advanced technologies. This section closes by shifting the focus to Alameda County, where numerous examples of innovative transportation systems are already in use. The 2014 Transportation Expenditure Plan (TEP) provides funding to expand these types of advanced projects and services, which will help shape and drive the county's future development.

Looming Changes in Transportation: Technological, Economic, Political, Environmental, and Social Changes

One hundred years ago, a Ford Model T – the famous first mass-produced automobile – could be produced in 93 minutes, and Henry Ford's plants produced more automobiles than all other automakers combined. The Ford Model T helped draft the agenda for 20th century transportation, and since then, the story of personal transportation in the US has largely been a series of footnotes to the Model T. Eighty years ago, Robert Moses began the transformation of New York infrastructure to accommodate the automobile – and many cities followed suit. The post World War II era saw massive investment in highway infrastructure across the US, and the automobile dominated the aspirations of middle-class life. Were Henry Ford to step forward 100 years into the US, into California or into Alameda County to view the transportation system today, much would be recognizable. The buses, bikes, rail, and cylinder-engine automobiles that today support the 1.5 million residents of Alameda County were all known in his day.

However, were he to step forward another 10 years, to 2024, much would likely surprise him. Numerous technological and socioeconomic developments are laying the foundation for improved transportation systems – using new strategies for addressing new mobility needs. Vehicles based on new fuels are accelerating into the market. Digitization of the car, the road, and the driving experience are combining the

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1910 Ford Model T

Photo Credit: Wikimedia Commons



2013 Ford Focus

Photo Credit: "Ford Focus (2 of 3)" by viZZZual.com

IT industry and the transportation industry. Shifting demographic preferences and social practices are destabilizing the dominant model of automobile ownership. Evolving practices in 21st century work are changing how transportation is delivered and demanded. Preparing for – and harnessing – many of these changes demands investments in a next-generation transportation system.

Henry Ford helped revolutionize how we move people, but our transportation system also must move goods. Indeed, innovations in freight movement and broader economic changes over the past half-century set the stage for Alameda County's critical role in US freight transportation. In the mid-20th century, Malcom McLean, a trucking entrepreneur, helped standardize the use of containers for the transportation of goods; his particular genius was designing a system where containers could be transported over sea and land without being unloaded in between. This began modern container shipping, which today allows single containers to come through US ports and be loaded directly onto trucks or rail. This innovation also caused shipping costs to plummet, trade to swell, and supply chains to expand. One of containerization's many effects was the decline of the Port of San Francisco, which could not handle deep-hull ships, and the rise of the Port of Oakland, which could. In 2012, the Port of Oakland handled over 2 million TEUs (twenty-foot equivalent unit) of cargo, including machinery, apparel, wine, and produce.[1]

Air transportation also dramatically changed freight movement and trade, offering faster and more flexible shipping routes. This, in turn, has helped globalize supply chains and available markets, particularly for items with a high value-to-weight ratio, such as pharmaceuticals and advanced electronics. In 2011, electronics accounted for 37 percent of the total value of California's air exports – more than any other category by value – but only 13 percent of total tonnage, second only to agricultural products. In 2011, the Bay Area (San Jose, San Francisco, and Oakland) exported almost $8 billion in electronics products by air – though only 20 kilotons.

Freight movement is undergoing a revolution. Automation is quietly infiltrating advanced port operations. Advanced freight tracking and management help maximize the efficiency of the existing system. Changes in oil prices and regulations requiring cleaner fuels will impact transportation costs

[1] Port of Oakland Container Statistics, http://www.portofoakland.com/maritime/containerstats.aspx. A TEU (twenty-foot equivalent units) is an inexact unit measuring cargo capacity in container shipping. A 20-foot container is 1 TEU; a 40-foot container is 2 TEUs.

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Cargo Plane

Photo Credit: "Airplane at the Vienna International Airport" by viZZZual.com



Container Ship, Port of Oakland

Photo Credit: "Container Ship, Port of Oakland" by Michael Layefsky

and transportation modes. The expansion of the Panama Canal, expected to conclude in 2015, is likely to change Pacific shipping routes. With major implications for West Coast ports, some shipping traffic from Asia may bypass California and pass directly to the East Coast. But some Atlantic traffic may come directly to the West Coast. The ultimate effect is uncertain. A 2008 study argues that Atlantic and Gulf ports could seize up to 25 percent of West Coast cargo,[2] but Dan Smith of the Tioga Group, a freight transportation consultancy, argues that the importance of transit time, reliability, Southern California and Bay Area consumer markets, and actual capacity on alternative routes will dampen cargo diversion.[3]

A major report analyzing the competitive position of West Coast Ports argues that further investment in rail is needed to maintain cargo share.[4] Regardless, many analysts agree that other economic forces, such as consumer demand, will be greater drivers. Economic changes are favoring more agile, often more local, supply chains – even as overall global trade is forecast to grow. Any changes in goods movement will have major implications for our transportation systems.

An Array of Possibilities

Transportation planners are challenged to design and manage systems that must perform in an uncertain future. Each decade brings a new set of disruptions, innovations, and regulations, but transportation investments must be resilient. It is critical to examine areas of change that might affect transportation, and the benefits of this scrutiny are twofold. It is possible to anticipate the consequences of major changes, particularly issues that might influence demand for transportation. It is also possible to identify potential technological tools that could enable new strategies for improving efficiency, could create economic opportunities, or could pose policy challenges.

The next ten years will see a range of possibilities for personal and freight mobility. Transportation infrastructure may change slowly in the US, but mobility practices are changing rapidly. Ten years ago, the navigation aid in state-of-the-art cars was a dedicated GPS receiver; now, voice automated smartphones can provide turn-by-turn instructions. In the US, car sharing used to mean borrowing a friend's car; now, car sharing is a widely recognized industry including organizations such as Zipcar and City CarShare.

[2] Drewry Supply Chain Advisors, "US Transpacific Intermodal Today and Tomorrow," September 2008.
[3] Bonney, Joseph, "Redrawing Trade Winds," Journal of Commerce, March 23, 2009.
[4] Cambridge Systematics, "Port Activity and Competitiveness Tracker Progress Report," prepared for Southern California Association of Governments, February 2011.

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Autonomous vehicles were still science fiction; now financial analysts are predicting the economic savings that autonomous cars will be contributing to the economy in the next decade, and California is drafting regulations to allow autonomous cars on the road in 2015. Today, all of these developments are major topics for media and, to varying degrees, for transportation planners.[5] Analyzing the flow of innovations and trends helps reveal how transportation systems might change over the next decade.

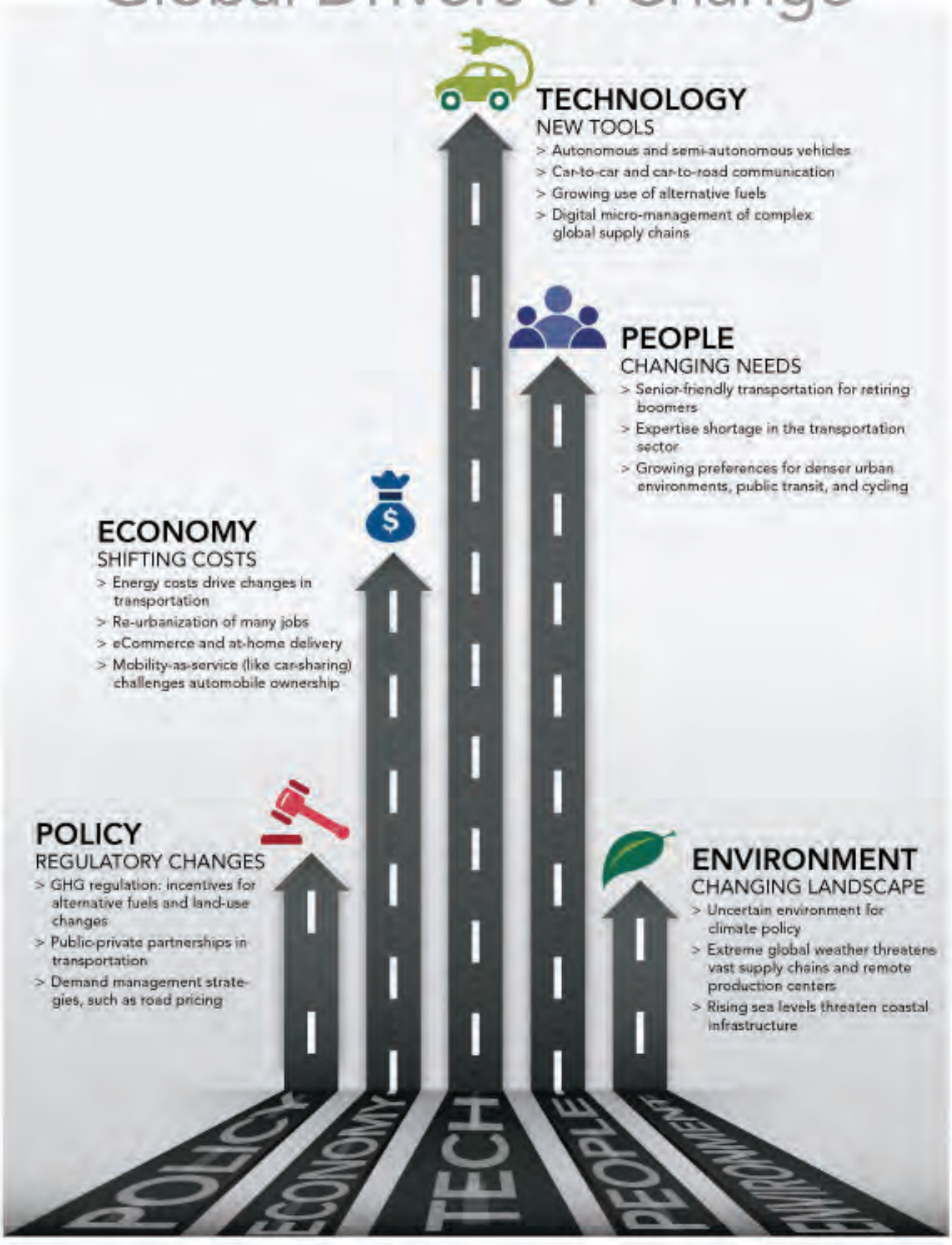
Global Drivers of Change

Category	Developments in Transportation of People and Goods
People: Changing needs and preferences	• The wave of retirements in the coming decade is expected to present a shortage of workers in the transport sector – both personal and freight. • Retiring Baby Boomers and extended longevity will require more senior-friendly transportation and land use. • As Millennials (born in the 1980s and 1990s) enter adulthood, they are preferring denser urban environments, public transit, and cycling.
Technology: New tools for today and the future	• Digitization of transportation can enable autonomous and semi-autonomous vehicles. • Wireless sensors and advanced routers could enable cars connected to the Internet, infrastructure, and each other. • Alternative fuels will require new refueling infrastructure. • Sensors and data analytics enable much more granular freight tracking and complex supply chains.
Policy: Geopolitical and regulatory changes reframing the context	• Greenhouse gas (GHG) regulation will drive adoption of clean fuels, land use changes, and demand-management strategies like road pricing. • Densification of land use will encourage more urban and multimodal forms of transportation, and have implications for non-work travel. • Trade policy will impact the costs of freight, though this is difficult to forecast. • Public-private partnership models – including private transportation systems – are increasingly necessary to address transportation funding gaps.
Markets: Shifting local and global markets for labor and goods	• Energy costs will be a major driver of change in transportation. • A knowledge- and innovation-based economy in the US will concentrate in metro areas, making well-functioning urban transportation systems essential. • Mobile work and coworking are changing commute patterns. • E-commerce and home delivery could put new demands on the urban freight system, which will be required to transport goods to houses rather than just to retail outlets. • Mobility-as-a-service (such as car sharing) will challenge the automobile ownership model. • Reshoring of manufacturing may reduce imports but could also increase exports. • Digital fabrication technologies – and local manufacturing networks – could increase intra-regional trade and domestic freight.
Environment: Changing physical landscape creates disruptions	• Climate change will create an uncertain environment for climate policy. • Extreme weather events will drive the need for simple or more agile supply chains. • Rising sea levels could threaten coastal infrastructure – at any point in the supply chain. • Planning for an uncertain environmental future will require resilience measures and infrastructure adaption.

[5] An exhaustive analysis of new technologies or fully developed US transportation scenarios are beyond the scope of this paper. Examples of such work include "Long Range Strategic Issues Facing the Transportation Industry," by ICF International; the MIT "Future Freight Flows Symposium," and "The Future of Mobility: Scenarios for the United States in 2030," by RAND.

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Global Drivers of Change



These drivers of change are what will shape future transportation development in Alameda County and across the globe. As a result, transportation in Alameda County will evolve over the next 30 years. The 2014 TEP will shape the county's development over this time and provide funding for the types of projects and services that will be required as a result of these drivers of change. Potential implications for next-generation transportation systems include:

Transportation systems are increasingly automated and digital. The core technologies for transporting people and goods are undergoing a revolution. The internal combustion engine has dominated transportation for over 100 years; now a host of innovations are rebuilding and rewiring the automobile. The Google fleet of autonomous Priuses has logged over 140,000 miles. General Motors predicts that autonomous vehicles will enter consumer markets by 2020. Even sooner, carmakers are releasing vehicles with automation features, such as active cruise control with stop-and-go function.[6] New regulatory challenges arise when such vehicles share the road with other vehicles, but policymakers have already been discussing these issues for several years, and California law will allow these vehicles on the road in 2015. Moreover, autonomous vehicles might see more deployment in port operations and other sites using heavy equipment. In October 2013, international research consortium InTraDE successfully demonstrated technology for intelligent autonomous vehicles (IAVs) for loading and unloading port cargo.[7] Also close to deployment is connected vehicle technology, which communicates wirelessly with other vehicles and with road infrastructure. The technology underpinning autonomous vehicles also includes numerous other features, such as automatic breaking to avoid collisions, traffic rerouting, and location-based services. Such efficiency is two-edged: allowing more cars to move seamlessly on the roads can relieve congestion and increase safety, but it also increases wear and tear on the roads, which already suffer from maintenance funding shortfalls.

Transportation strategies are multimodal. As the world urbanizes, a core challenge will be developing transportation systems that are maximally efficient and multimodal. Cities around the world are investing in pedestrian and bike facilities and in new transit systems. Global automobile usage will rise, but many cities and regions around the world are simply too dense to rely solely on single-occupancy vehicles. High density also dictates certain types of transportation, as new car infrastructure often cannot be built out in dense areas. This has led to programs such as bike sharing; in early 2013, there were over 500 bike sharing systems worldwide, with many more cities in the process of planning or launching such systems.[8] Hangzhou, home to China's first commercial car sharing scheme, also has one of the largest bicycle sharing systems in the world, with a fleet of almost 70,000. Hangzhou has also integrated the bike network with transit and subway networks.[9] Bike sharing systems, combined with bike infrastructure investment, can relieve congestion by encouraging the mode shift from cars to bicycles. Demographic trends also point to multimodal growth; Millenials in the US – roughly defined as those born in the 1980s and 90s – are driving less, ride transit more, and prefer urban walkable neighborhoods more than previous generations.[10] Another pillar of multimodal transportation systems is mobility-as-a-service (MaaS) systems, including informal car sharing. Services like Zipcar allow people to rent cars by the hour. Car2go,

[6] BMW, "BMW Active Cruise Control with Stop&Go Function," http://www.bmw.com/com/en/insights/technology/technology_guide/articles/active_cruise_control_stop_go.html.
[7] InTraDE, "Successful demo of the InTraDE IAV in Oostende!," http://www.intrade-nwe.eu/project-live.
[8] Early Policy Institute, "Bike-sharing Programs Hit the Streets in Over 500 Cities Worldwide," http://www.earth-policy.org/plan_b_updates/2013/update112.
[9] *Ibid.*
[10] See "A New Direction: Our Changing Relationship with Driving and Implications for America's Future," by US PIRG, 2013 and "Millennials and Mobility: Understanding the Millennial Mindset," by American Public Transportation Association, 2013.

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a European car sharing scheme managed by Daimler, allows members to rent small vehicles by the minute and park them in areas throughout the urban service area. Peer-to-peer (P2P) programs allow users to rent out their own cars to others. Uber, a service that allows members to share rides, creates a P2P taxi service. Corporations are also entering the transportation market by providing commuter shuttle services to and from their corporate campuses. All of these innovations decrease the need for automobile ownership and help make urban mobility even easier.

Advanced transportation systems focus on efficient use. A growing body of research is challenging the dominant paradigm of highway expansion as a cure for congestion, and demand management systems are being seen as better alternatives. Research suggests that expanding highways does not reduce congestion in the long term, primarily because as highways expand, more people choose to drive or move to areas where driving is necessary.[11] Congestion pricing and related strategies that use price signals to encourage rational user behavior are put forward as a preferred strategy for managing congestion. McKinsey & Company has found that expanding highway capacity has one of the lowest benefit-cost ratios among congestion reduction strategies, often much lower than demand management systems like congestion pricing and signal optimization. Demand management is also much cheaper. For example, the UK's M42 motorway intelligent transport system (ITS) cost $150 million and required two years to implement; widening the road for the same outcome would have cost $800 million and would have taken 10 years.[12]



"When it comes to the future, there are three kinds of people: those who let it happen, those who make it happen, and those who wonder what happened."

- John M. Richardson, Jr., pioneer in the field of systems dynamics

Advanced transportation systems must be agile. Expanding world trade will impact the freight transportation system. If manufacturing increases in the US, exports may rise. Broad market shifts that privilege speed to market and niche offerings will likely also lead to complex supply networks that must respond to shifts in production and market demand. E-commerce may increase the need for transportation networks that connect to the home; the "last-mile problem" might become warehouse to neighborhood, rather than warehouse to retailer. A 2012 report by Accenture notes that more than 80 percent of companies are concerned about supply chain resilience; supply chain managers globally are worried about supply chain disruptions due to extreme weather, political unrest, and cyber security issues.[13] An MIT report on the future of freight noted that digital fabrication and small-scale manufacturing could change how consumers acquire goods.[14]

Advanced transportation systems need new petroleum-alternative infrastructure. Three major reports on the future of transportation emphasize the importance of oil prices in driving transportation

[11] Gilles Duranton and Matthew A. Turner. "The Fundamental Law of Road Congestion: Evidence from US cities." American Economic Review, October 2011.
[12] McKinsey Global Institute, "Infrastructure Productivity: How to Save $1 Trillion a Year," January 2013.
[13] Accenture, "Building Resilience in Supply Chains," January 2013, http://www.accenture.com/SiteCollectionDocuments/PDF/Accenture-Building-Resilience-Supply-Chains.pdf.
[14] MIT Center for Transportation and Logistics, "Future Freight Flows Symposium," 2011.

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futures.[15] A review of cleantech investment by the Congressional Budget Office found that R&D funding and federal tax incentives related to energy, including fossil fuels and energy efficiency, jumped after the oil crisis in the 1970s, then fell as oil prices came down, and then rose again in the past decade as oil prices rose again.[16] Nonetheless, R&D investment has already led to new products and near-to-market clean technologies, such as advanced biofuels, electric vehicles, fuel cells, and more. These will require advanced fueling infrastructure, consumer confidence, and new technologies to make them viable in the marketplace. Policy – in the form of incentives and renewables targets, such as California's AB32 – is advancing requirements that are funneling investments to alternative infrastructure and driving adoption.

These examples are major changes in transportation that will affect residents, planners, and companies. Thinking through future alternatives is critical to designing robust transportation systems. As John M. Richardson, Jr., a pioneer in the field of systems dynamics, noted, "When it comes to the future, there are three kinds of people: those who let it happen, those who make it happen, and those who wonder what happened."[17] In Alameda County, transportation planners are looking ahead to the infrastructure needs of the county. The proposed 2014 TEP puts forth solutions that address present and future gaps in furthering advanced transportation systems in Alameda County.

Responding to Change Is Critical – and Some Are Already There

Transportation is the circulatory system of our economy. A complex network of infrastructure, vehicles, and exchange points enables the flow of people and goods around the world. People can access jobs, meet to exchange ideas, and engage in leisure activities. Goods can be manufactured in one area, tested in another, and purchased in a third – taking advantage of the economic strengths of each place. Ships, planes, trains, and trucks support an extraordinarily complex global supply chain. Well-functioning transportation systems are critical to economic competitiveness at the national and the regional levels, where they influence everything from commute times, freight delays, land use, quality of life, air quality, productivity, and agglomeration.

- **Cost of Production and Competitiveness:** An efficient transportation system can lower the cost of goods movement and increase reliability. Studies have found a correlation between infrastructure investments and economic output; infrastructure supports private sector productivity gains, often with higher returns than traditional business investments.[18]

- **Agglomeration and Productivity:** When firms cluster, they can more easily share ideas, supply chains, and people, thus boosting productivity. A 2012 study by Patricia Melo and Daniel Graham found that "doubling the number of jobs accessible within 20 minutes of driving time leads to an increase in real average wages of 6.5 percent, while the impact for a similar increase within 20 to 30 minutes is as small as 0.5 percent."[19] This effect is even more pronounced in knowledge-intensive industries.[20]

[15] See previous footnote on studies on studies by MIT, RAND, and ICF International.
[16] Congressional Budget Office, "Federal Financial Support for the Development and Production of Fuels and Energy Technologies," March 2012, http://www.cbo.gov/sites/default/files/cbofiles/attachments/03-06-FuelsandEnergy_Brief.pdf.
[17] John M Richardson, Jr. was a pioneer in the field of system dynamics and global modeling with the Club of Rome. He has applied systems dynamics principles to multiple fields, including sustainability, civic conflict, and international development. Dr. Richardson is currently faculty emeritus at American University.
[18] See "A New Economic Analysis of Infrastructure Investment," Department of the Treasury with the Council of Economic Advisors, 2012
[19] Melo, Patricia and Daniel Graham, "Agglomeration, Accessibility, and Productivity: Evidence for Urbanized Areas," Transportation Research Board, Annual Meeting, 2013.
[20] American Public Transportation Association, "The Role of Transit in Support of High Growth Business Clusters in the U.S.," December 2013.

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- **Imports and Exports:** A 2010 Brookings report on metropolitan exports found that exports are critical to national and regional economic competitiveness. In addition, the report notes that many US exports require intermediary inputs, implying that imports are also critical for the value-added processes that US firms employ on eventual exports.[21]
- **Expanded Labor Pool:** Well-functioning transportation systems enable firms to access more workers. This supports economic growth and facilitates efficient labor matching, allowing firms to access the most talented workers in a given geographic area.
- **Real Estate Values:** Transportation infrastructure can boost local property values. For example, a study of the Hiawatha Light Rail corridor running from Minneapolis to Bloomington, Minnesota found that "the LRT [light rail transit] had a significant positive impact on property values..." and that "residential property values increased by $47 million along the segment of the corridor studied."[22] Trails and greenways have been found to have a similar positive effect on real estate.[23]
- **Employment Benefits:** Transportation provides well-paying jobs and has ripple effects across the public and private sector. For example, a study prepared for the American Public Transportation Association found that for every billion dollars of national investment in public transportation, 36,000 jobs are supported for one year.[24]



Well-functioning transportation systems are critical to economic competitiveness at the national and the regional levels, influencing commute times, freight delays, land use, quality of life, and productivity.

Much like the human circulatory system, people most often notice transportation systems when they malfunction. Congestion, routing errors, and system failure all contribute to economic losses.

- In 2013, over one-fifth of US scheduled flights were delayed or canceled.[25]
- In 2011, US drivers lost 5.5 billion hours, 2.9 billion gallons of fuel, and $121 billion due to traffic congestion and delay.[26]
- Nineteen percent of shipping vessels do not arrive on time in ports; in the world's busiest shipping lanes, container delivery to the end customer was even less reliable.[27]

Maintaining transportation system performance is critical for economic competitiveness.

[21] Brookings Institution, "Export Nation 2012: How U.S. Metropolitan Areas are Driving National Growth," 2012.
[22] Goetz, Edward G., et al., "The Hiawatha Line: Impacts on Land Use and Residential Housing Value," Minneapolis: Center for Transportation Studies, University of Minnesota, 2010.
[23] Rails-to-Trails Conservancy, "From Trail Towns to TrOD: Trails and Economic Development," August 2007.
[24] Glen Weisbrod and Arlee Reno, "Economic Impact of Public Transportation Investment," APTA, October 2009.
[25] US Bureau of Transportation Statistics, "Research and Innovation Technology Statistics," http://www.transtats.bts.gov/HomeDrillChart.asp.
[26] Texas Transportation Institute, "2011 Urban Mobility Report," http://d2dtl5nnlpfr0r.cloudfront.net/tti.tamu.edu/documents/mobility-report-2011-wappx.pdf.
[27] DC Velocity, http://www.dcvelocity.com/articles/20120803-report-most-container-ships-arrive-on-time-but-delivery-to-customer-lags/.

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Transportation systems are not easy to design, build, or manage. Some transportation technologies can fundamentally change the architecture of transportation systems (as the advent of the automobile and the airplane did). Other technologies, like cargo cranes or wireless sensors can introduce new ways to manage transportation systems.

Transportation infrastructure must be engineered for safety, reliability, *and* efficiency. Transportation investments are also about people, how they *want* to move around, and what impacts transportation systems might have on their communities. Complex global supply chains rely on efficient transportation systems that can handle multiple moving pieces. Transportation globally is increasingly becoming a challenge for urban and suburban communities. Where physical space is a premium, construction is more complex and costly, and the sheer density of people introduces critical tradeoffs between different transportation modes. Even without a changing future, transportation systems are complex, and new developments can intensify the challenges.

Cities and Regions Around the World Are Moving Into the Fast Lane

Cities and regions around the world are not idling while the future overtakes them. Many are tackling the challenges and defining the next era of transportation systems. Some transportation improvements are humble design innovations whose time has come. Others are radical experiments in mobility. Historically, US economic competitiveness has been supported by a world-class rail network and then by a road network. New York City enjoys the human capital benefits of density, which are difficult to imagine without its subway system. The Bay Area has similar pockets of density,[28] which are connected by an extensive rail network. US seaports and airports feed a complex trucking distribution system enabled by a highway network. Today, other transportation systems are now positioning their regions for social and economic success in the 21st century.

Examples of advanced transportation systems deployed or in early development around the world include the following.

Agile Transit Infrastructure: Over the past decade, bus rapid transit (BRT) has captured the imagination of transportation planners around the world. BRT offers many of the amenities of a subway, including platform boarding, enclosed stations, dedicated lanes, and the dramatically reduced costs of using roads and wheels rather than rail infrastructure and custom-designed trains. BRT systems can be maintained and expanded at a fraction of the costs for rail. TransMilenio, a BRT system introduced in 2000 in Bogotá has been viewed as a model BRT system and has convinced



Bogotá, Colombia TransMilenio Bus Rapid Transit

Photo Credit: Wikimedia Commons

[28] Smart Growth America, "Measuring Sprawl 2014," http://www.smartgrowthamerica.org/documents/measuring-sprawl-2014.pdf.

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IBM Mission Control in Rio de Janeiro

Photo Credit: IBM.com

many skeptics that it can outperform alternative light rail systems. In 2012, the entire system covered 54 miles, with ambitions to eventually cover 240 miles; in comparison, the entire BART (Bay Area Rapid Transit) system in California covers 105 miles. There are now many BRT systems around the world, although there are few in the US that actually have dedicated lanes, which are critical to improving performance.

Digitally Integrated Smart City: In Rio de Janeiro, city officials and administrators can monitor various systems in the entire city from an IBM-created mission control room, which reports integrated city data in real time. In response to an emergency such as a fire or a building collapse, controllers can reroute traffic, close transit stations, and issue warnings to travelers. This lets first responders do their jobs, allows Rio residents to continue their travels, and prevents already critical situations from getting out of control. In integrating transportation as part of a larger system of city behavior, the intelligent operations center enables highly coordinated responses to urban needs, including the flow of goods and people.

Efficient Demand Management: In 2006, policymakers in Stockholm, Sweden launched a pilot congestion pricing scheme that charged vehicles entering the city center a variable fee during the weekday rush hour. After extensive outreach, planners held a six-month trial of the system, then revoked it and later held a referendum to see if Stockholm citizens wanted to keep it. They voted to reinstall it permanently. The system avoids the cost and traffic of tollbooths by using optical recognition of license plates; monthly bills are sent to the drivers. Congestion inside and outside the city center fell by 20 to 25 percent during the trial period, public transit use increased, and air quality improved. The city recouped its investment in less



Stockholm Congestion Pricing Signage

Photo Credit: Wikimedia Commons

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Tesco Virtual Subway Shopping Store in Seoul

Photo Credit: Tesco Homeplus



Port of Hong Kong Automated Crane

Photo Credit: B&R Automation

than four years.[29] Similar strategies have been employed in the Bay Area by SFpark and GoBerkeley in order to better manage scarce parking spaces.

A New Transit Experience: In Seoul, South Korea, subway riders can shop for goods from Tesco Homeplus (a major retailer) using a virtual store aisle in the downtown subway station. Riders can order items via Quick Response Code from their phones and have them delivered to their homes or held for pickup.[30] This use of transportation infrastructure has enabled new financing streams and delivered a unique service to riders.

Automated Port Operations: Located in Hong Kong's Kwai Tsing Container Terminals port facility, Hong Kong International Terminals (HIT) uses a technologically wired terminal management system that is widely considered to be the most advanced in the world. A massive data tracking system enables automated rail-mounted cranes to operate 24 hours a day. This technology will likely be explored by other ports as a way to increase trade volume.

Automated Electric-Car Dispensing Vending Machine: In China, the city of Hangzhou, home to 8.7 million people, is experimenting with a new system of car sharing on a scale and density unmatched anywhere in the world. Car sharing is not a novel invention, but the complexity of cities in China requires a model different from the Zipcar model of surface-parked cars. A company called Kandi Technologies intends to use a system that works like a



Chinese Kandi Car Dispenser

Photo Credit: Mundo Auto Motor

[29] McKinsey Global Institute, "Infrastructure Productivity: How to Save $1 Trillion a Year," page 59.

[30] Lawson, Alex "Tesco Expands Korean Virtual Stores," Retail Week, February 7, 2012.

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Example of a Straddle Bus

Photo Credit: Shenzhen Huashi Future Parking Equipment Co.



Protected Bike Lanes in Oakland

Photo Credit: Melanie Curry, Streetsblog San Francisco

vending machine to make 100,000 vehicles available to residents of Hangzhou through automated parking garages that each hold up to 300 vehicles.[31] By comparison, the entire Zipcar fleet in 2012 was less than 10,000 vehicles.[32] The system allows one-way rentals, and the mechanically dispensed cars can be rented by the hour and returned to any Kandi automated garage in the city.

Land Airbus: TBS China has proposed plans for a massive bus that travels over two lanes of traffic, combining the minimal-infrastructure benefits of BRT with the high-tech interior and traffic independence of a rail system. The bus would allow traffic to pass underneath even when stopped. The idea first appeared in 2010, with construction slated in Beijing's Mentougou district,[33] but an updated concept by TBS China was released in 2012, showing increased capabilities and safety features. Actual deployment is unclear, but the idea shows creative experimentation for highly dense urban areas where even rail and roads compete for right of way.

Complete Street Design: New approaches to street design break down the traditional separation between highways, transit, walking, and bicycling, and instead focus on the desired outcome of a transportation system that supports safe use and beneficial public spaces. The complete streets movement is gaining steam across the US, as cities like New York City, San Francisco, Oakland, Chicago, and Washington, D.C. experiment with new cost-effective, context appropriate street designs. While complete streets policies are different in every location, strategies that calm traffic, separate buses and bicycles from vehicle flows, and enhance crosswalks and pedestrian refuges can make streets safer, optimize traffic speeds, and produce economic vitality.

These innovations in cities and regions around the world offer more than points of inspiration; they also represent economic competition. Mobility of goods and people is critical in the 21st century, and ideas, investments, and businesses will flow where regional advantages, including transportation, are highest. However, the future is not only occurring overseas; it is also happening today in Alameda County.

[31] Rogowsky, Mark,, "Kandi Crush: An Electric-Car Vending Machine From China Could Upend The Auto Industry," Forbes, Dec. 28, 2013, http://www.forbes.com/sites/markrogowsky/2013/12/28/kandi-crush-an-electric-car-vending-machine-from-china-could-upend-the-auto-industry/.

[32] Zipcar, "Annual SEC Filing," 2012, http://quote.morningstar.com/stock-filing/Annual-Report/2012/12/31/t.aspx?t=:ZIP&ft=10K&d=046ab7e63b7d64119cb4c2.

[33] Alter, Lloyd, "Straddle bus may be coming down the road soon." September 11, 2013 http://www.treehugger.com/public-transportation/straddle-bus-may-be-coming-down-road-soon.html.

ACTC_AR0129

Early Signs of the Transportation Future in the Bay Area

Many of the technologies driving global infrastructure innovation are initially developed in the Bay Area. In addition, many transportation agencies, including those in Alameda County, are investing in advanced infrastructure systems. Examples exist where Alameda County is on the forefront of innovation, moving beyond traditional transportation to adjust to changing demand preferences, environmental considerations, and emerging technology.

- **East Bay Bus Rapid Transit:** Planned improvements include rail-like bus stations, dedicated bus lanes, new traffic signals with priority for buses, street lighting, landscaped medians, and crosswalk improvements between the cities of Oakland and San Leandro. The project corridor stretches from 20th Street in downtown Oakland; extends along International Boulevard; and ends at the San Leandro BART station. Projections show an increase in corridor ridership from 25,000 to 36,000 patrons per day with 28 percent faster travel speeds during the afternoon rush hour as compared to current bus service.
- **I-80 Integrated Corridor Mobility:** This project will implement intelligent transportation strategies, such as adaptive ramp metering and incident management systems, along a 19.5-mile stretch of I-80 from the Bay Bridge Toll Plaza to the Carquinez Bridge in Contra Costa County. Adaptive ramp metering – which uses an algorithm that takes into account ramp and freeway volumes – will optimize the flow of traffic, while real-time traffic information displays will allow drivers to make informed route decisions during their trip.

Across the Bay Area, many other elements of advanced transportation systems are also emerging. Examples include dynamic pricing for highway use and parking, BRT, smart metering at highway on-ramps, car and bike sharing, and digital freeway signs for real-time information. Companies in the region such as Tesla and Google are also at the forefront of advancing transportation technologies.

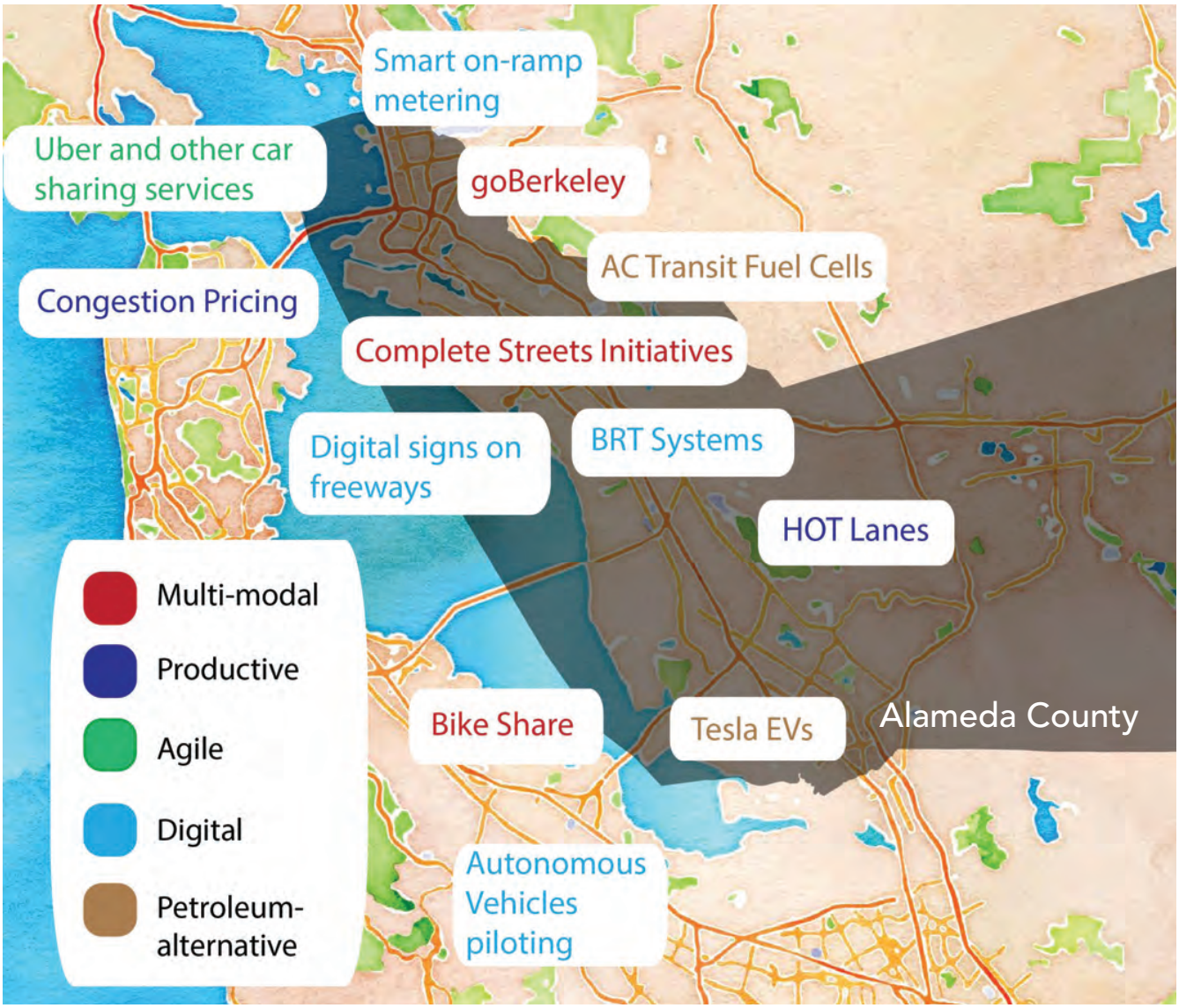


Express Lane on I-680

Photo Credit: ACTC

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Transportation systems represent a complex component of daily life. As physical infrastructure, they involve large, long-term investments, and they are governed by multiple regulatory bodies at different levels of government. They serve complex economies of goods and services, commuting workers, multiple vehicles, and countless diverse communities. However, the diverse needs of residents and commerce and the demands of public policy can shift quickly. A major challenge facing any infrastructure system – and particularly the transportation system – is how to adapt to a rapidly changing future. Alameda County's 2014 TEP proposes investments that will position the county to respond to evolving demands on its transportation infrastructure while also moving toward a future in which mobility can continue to translate into economic benefits.



Early Signs of the Transportation Future in the Bay Area

Data Source: Bay Area Council Economic Institute
Image Source: Stamen Maps

ACTC_AR0131

Alameda County: A Critical Hub for the Movement of Goods and People in the Bay Area

Alameda County serves as the Bay Area's hub for the movement of goods and people. Approximately 37 percent of Bay Area workers move to, from, or pass through Alameda County, an indication of the county's vital importance to the region's economy.[34] In addition, at least 41 percent of Bay Area trade (by value) passes directly through Alameda County's air and water ports, and much trade through other regional ports relies on Alameda County's extensive transportation system.[35] The following sections detail current transportation trends in Alameda County and around the Bay Area.

Alameda County, the Hub of Bay Area Commute Flows

Given its central positioning in the nine-county Bay Area, Alameda County serves as a conduit for commuters moving throughout the region. With three bridges spanning San Francisco Bay, 20 BART stations, and multiple major highways, Alameda County has connections to all corners of the region. In addition to being a hub for transportation flows, the county also boasts a large and growing population of over 1.5 million residents – making it the second largest county in the Bay Area. With 21 percent of the region's total population, it trails only Santa Clara County. Its population increase of 1.68 percent over the one-year period to July 2013 constituted the fastest county population growth rate in all of California.[36]



Approximately 37 percent of Bay Area workers move to, from, or pass through Alameda County each day on their way to work.

Regional Commute Patterns by Geography

Unlike most metropolitan regions with a central city as the hub of the regional economy, the Bay Area has multiple job centers and a diversity of residential communities. Given this situation, the region has a highly mobile regional labor pool. With a total workforce of approximately 3 million people, large numbers of commuters cross bridges and take trains in the region each day. Alameda County plays an outsized role in supporting Bay Area commutes. With its central location, Alameda County frequently handles cross-regional trips or is the home county for two-worker households living between two workplaces.

Forty-seven percent of all Bay Area workers cross at least one county line to reach their places of employment. With Alameda County's proximity to large employment centers in Silicon Valley and San Francisco, 52 percent of the county's employed residents work outside the county boundaries. In comparison to other commute patterns in the broader Bay Area, a slightly larger percentage of Alameda County residents commute to other counties for work.

[34] Calculation based on the US Census Bureau, Longitudinal Employment-Household Dynamics dataset. The calculation includes only those that work in the nine-county Bay Area as its total population.
[35] Calculation based on US Trade Online dataset.
[36] State of California, Department of Finance, "July 1, 2013 County Estimates Ranked by Size, Numeric and Percent Change," December 2013.

ACTC_AR0132

Bay Area Commute Patterns by County, 2011

County	Residents Working Outside the County	Residents Working within the County	Workers Living Outside the County
Alameda	52%	48%	53%
Contra Costa	61%	39%	49%
Marin	60%	40%	61%
Napa	47%	53%	49%
San Francisco	39%	61%	60%
San Mateo	61%	39%	61%
Santa Clara	30%	70%	38%
Solano	64%	36%	51%
Sonoma	39%	61%	32%
Bay Area	47%	53%	50%

Data Source: US Census Bureau, Longitudinal Employer-Household Dynamics
Analysis: Bay Area Council Economic Institute

Alameda County also attracts a significant number of workers from other areas, and it reports a net commuter inflow of approximately 9,000 people. Fifty-three percent of workers employed in the county reside outside of its bounds – a higher percentage than neighboring counties such as Contra Costa and Santa Clara. Taken together, these data points exemplify the significant inbound and outbound commuter flows that Alameda County experiences each day, all of which rely on the transportation system.

While the Bay Area job market is often thought to be led by San Francisco and Silicon Valley, Alameda County actually has the second largest employment base in the region. Workers from around the Bay Area rely on Alameda County's diverse employment centers, such as UC Berkeley, Hacienda Business Park in Pleasanton, the downtown Oakland business district, the three national laboratories, and many hospitals. It is notable that more than 300,000 workers per day commute into the county – an amount comparable to both San Francisco and Santa Clara Counties – fully offsetting the number of residents that commute outside of Alameda County to reach their workplace.

Cross County Labor Flows, 2011

County	Residents Working within the County	Residents Working Outside the County	Workers Living Outside the County	Total County Employment	Net Inflows
Alameda	286,444	309,074	318,108	604,552	9,034
Contra Costa	156,706	243,083	152,721	309,427	(90,362)
Marin	36,289	55,404	56,925	93,214	1,521
Napa	29,586	26,466	28,106	57,692	1,640
San Francisco	216,910	139,260	321,849	538,759	182,589
San Mateo	118,985	183,949	184,544	303,529	595
Santa Clara	495,395	212,936	308,964	804,359	96,028
Solano	55,038	99,844	56,904	111,942	(42,940)
Sonoma	106,824	68,349	50,330	157,154	(18,019)
Bay Area	1,502,177	1,338,365	1,478,451	2,980,628	N/A

Note: Net Inflow is column 4 minus column 3.
Data Source: US Census Bureau, Longitudinal Employer-Household Dynamics
Analysis: Bay Area Council Economic Institute

ACTC_AR0133

With over 300,000 residents leaving the county each day to reach their workplaces, Alameda County is the largest source of inter-county commuters in the Bay Area. The percentage of residents commuting elsewhere for work has also been rising. The 52 percent of Alameda County residents who crossed county lines to reach their workplaces in 2011 rose from 46 percent in 2003, an increase of 27,500 commuters over just eight years.

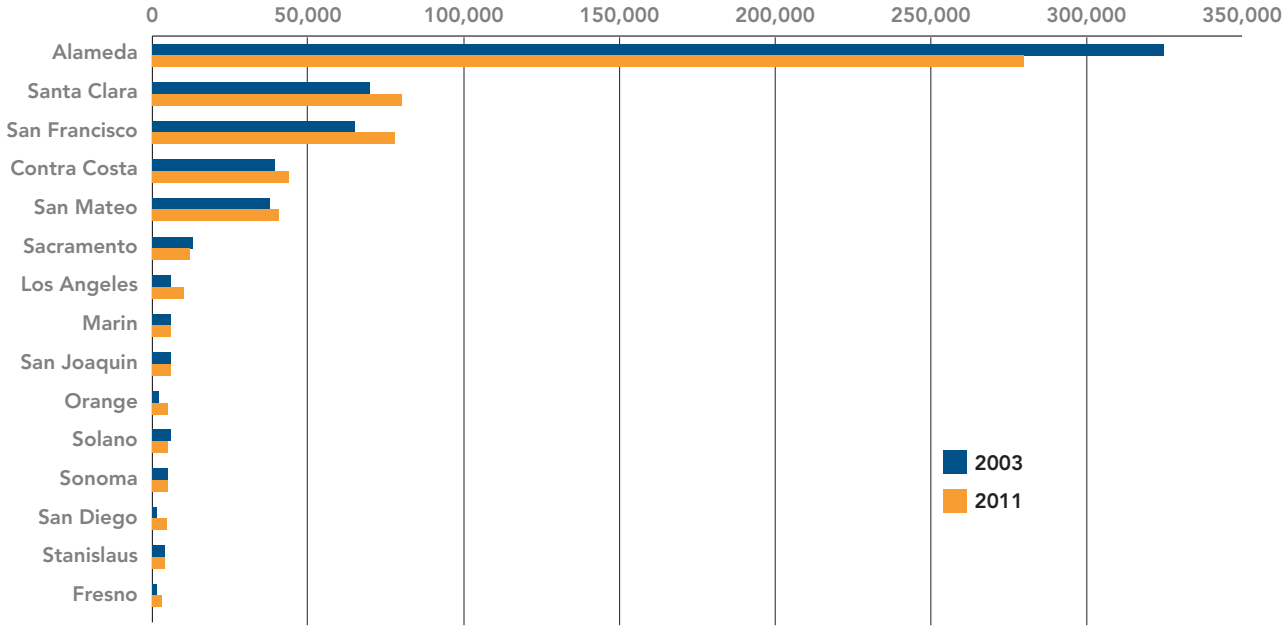


Alameda County's more than 600,000 jobs make it the second largest employment base of any Bay Area county, trailing only Santa Clara County.

The Bay Area has a number of job centers in San Francisco, Santa Clara, Contra Costa, and San Mateo Counties, which account for the vast majority of all commute destinations outside of Alameda County. The San Francisco and Santa Clara employer destinations produced significant growth, surging upward by 18 percent and 8 percent, respectively, in the number of Alameda County residents that commute there since 2003.

The largest flow of workers into Alameda County comes from Contra Costa County, a reflection of its geographic proximity and the fact that Alameda County has nearly twice as many jobs. Contra Costa County residents comprise 27 percent of all Alameda County workers commuting in from outside the county, though in absolute terms, numbers fell by 3,500 between 2003 and 2011. Approximately 89 percent of these workers from Contra Costa County drive to Alameda County.[37] The largest influx of workers since 2003 has come from Santa Clara County, which added 5,400 commuters to Alameda County over this period.

Workplace County of Alameda County Residents
2003 and 2011

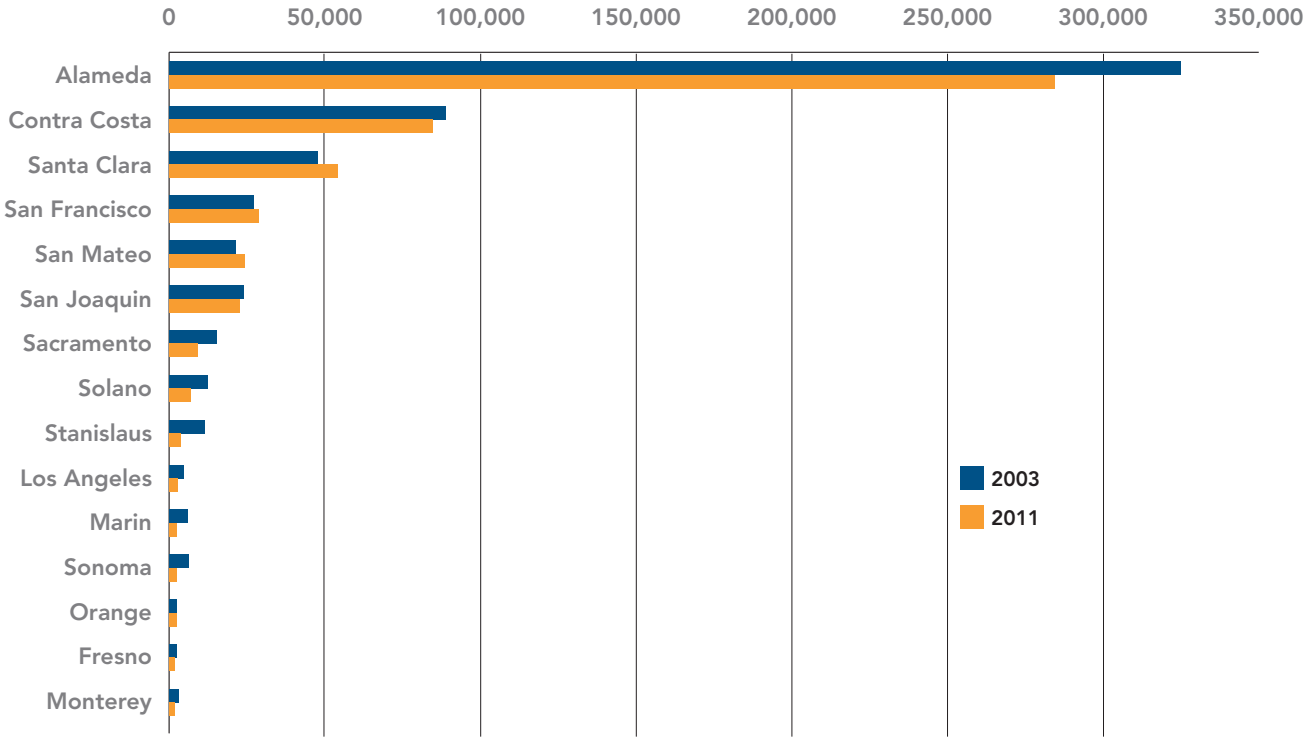


Data Source: US Census Bureau, Longitudinal Employer-Household Dynamics
Analysis: Bay Area Council Economic Institute

[37] Calculated from American Community Survey data compiled by the US Census Bureau; the number of cross county car commuters is divided by all commuters moving between the two counties.

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Residence County of Workers in Alameda County
2003 and 2011



Data Source: US Census Bureau, Longitudinal Employer-Household Dynamics
Analysis: Bay Area Council Economic Institute

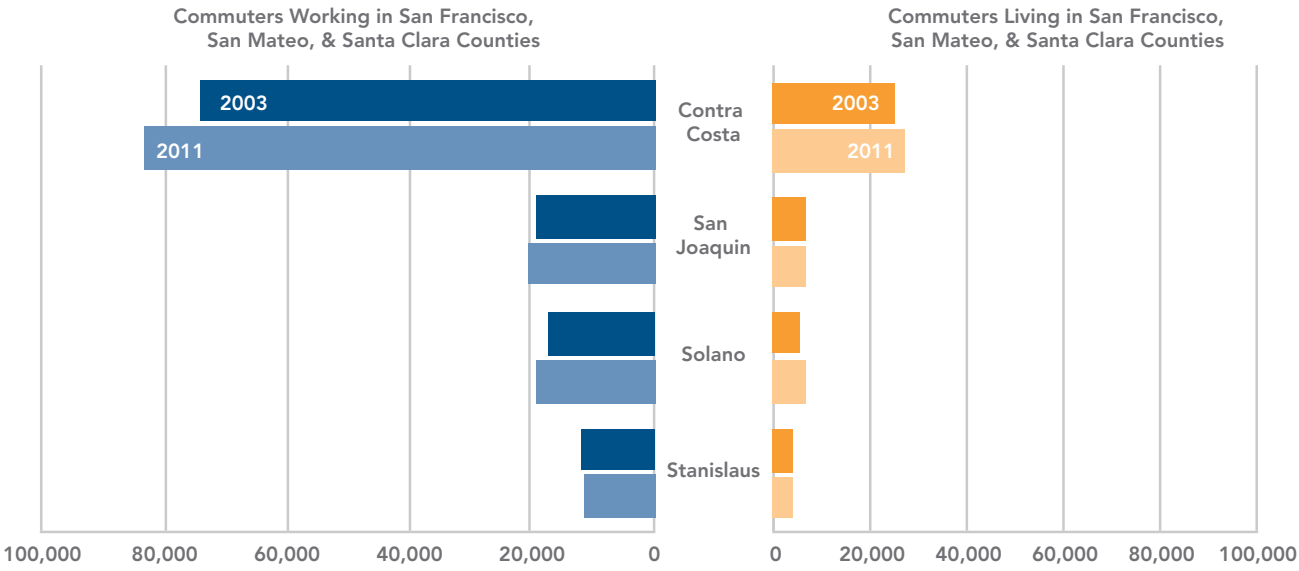
In addition to commute traffic originating from and destined to Alameda County, the county is centrally situated between several major residential and economic centers in the Bay Area. As a critical focal point in the region's transportation system, Alameda County has heavy volumes of through traffic on its roadways and on public transportation systems. In 2011, as many as 181,640 Bay Area commuters moved through Alameda County each day on their way to work.[38] Approximately 75 percent of these trips were associated with worker movements into San Francisco, San Mateo, and Santa Clara Counties – with nearly two-thirds of those commutes originating in neighboring Contra Costa County. Since 2003, the number of pass-through commuters has increased by 9 percent with influxes from all surrounding counties.

[38] Data include trips originating or ending in San Francisco, San Mateo, and Santa Clara Counties with connected origin or end in Contra Costa, San Joaquin, Solano, and Stanislaus Counties.

ACTC_AR0135

Commute Flow Through Alameda County

All Commuters 2003 and 2011



Note: Data includes commuters moving to and from San Francisco, San Mateo, and Santa Clara Counties.
Data Source: Source: US Census Bureau, Longitudinal Employer-Household Dynamics
Analysis: Bay Area Council Economic Institute

One cause of the increased commuting movement throughout the Bay Area has been the disparate effects of the recent recession on regional employment. The San Francisco and Silicon Valley metropolitan areas have produced steady job growth in recent years to the point where total employment now exceeds pre-recession levels. In contrast, the recession in the East Bay was deeper and recovery has been slower, leaving the East Bay region with fewer reported jobs than in 2007. While workers have had to broaden their job searches to encompass the entire region, they are less likely to change their housing when changing jobs;[39] thus contributing to the increasing trend in cross-county commutes.

Employment Trends in Bay Area Metropolitan Areas

	Annual Average Employment						
	2007	2008	2009	2010	2011	2012	2013
Oakland-Fremont-Hayward	1,059,208	1,044,592	983,617	962,892	970,900	999,925	1,033,867
year-over-year change		*-1.4%*	*-5.8%*	*-2.1%*	*0.8%*	*3.0%*	*3.4%*
San Francisco-San Mateo-Redwood City	1,002,100	1,013,633	963,933	954,942	978,708	1,024,825	1,070,058
year-over-year change		*1.2%*	*-4.9%*	*-0.9%*	*2.5%*	*4.7%*	*4.4%*
San Jose-Sunnyvale-Santa Clara	918,917	925,175	868,200	865,633	886,033	921,108	961,792
year-over-year change		*0.7%*	*-6.2%*	*-0.3%*	*2.4%*	*4.0%*	*4.4%*

Data Source: California Employment Development Department, CES
Analysis: Bay Area Council Economic Institute

[39] Farber, Henry S. (2010) Job Loss and the Decline in Job Security in the United States. *Labor in the New Economy, National Bureau of Economic Research*, 223-262.

ACTC_AR0136

Diverse Commute Modes

Over 1.3 million people in the Bay Area cross at least one county line to reach their workplaces. While the majority of these workers drive, the regional average of 77 percent is well below the 86 percent of Americans who rely on cars – either driving alone or in carpools—for their commutes.

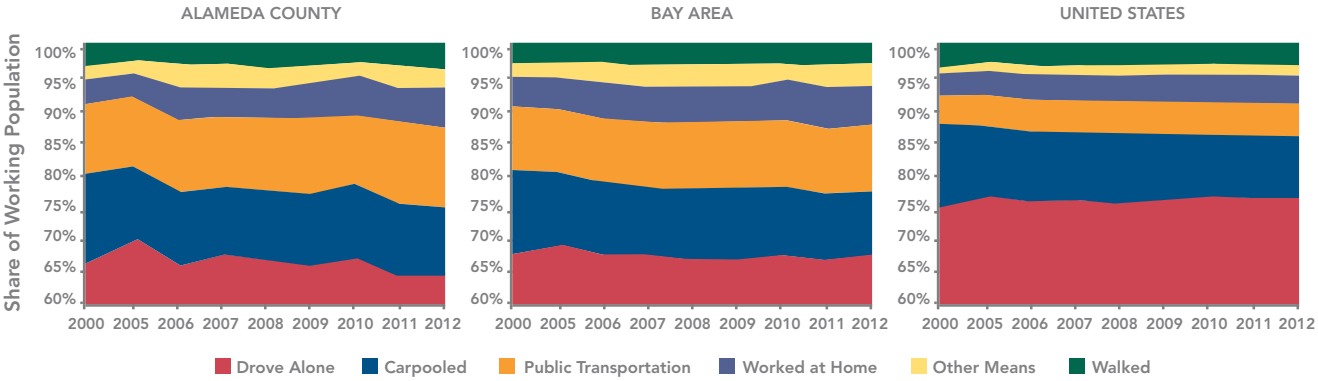
Commute choices vary around the Bay Area. Alameda County's central location and heavy commute flows provide its commuters with more choices than most. For example, 40 percent of Alameda County residents who work in San Francisco travel by car, in contrast to 94 percent traveling from Santa Clara County into San Francisco.[40] Over 12 percent of Alameda County residents use public transportation to get to work, higher than the regional average of 10.4 percent and much higher than the national rate of 5 percent.



Bay Area commutes are becoming longer in distance and duration, and the total number of commuters is rising.

While usage of public transportation has maintained a steady share of overall Bay Area commute modes since 2005, public transportation's mode share in Alameda County expanded by 3 percentage points over the seven-year period from 2005 to 2012. A slow steady trend toward more multimodal commuting is also notable, as driving modes' combined share dropped from 80 to 75 percent of commuters between 2000 and 2012. Prior to this period, driving had grown or maintained its mode share in the Bay Area in each of the previous four decades.[41] Additionally, the growing trend of people working from home is observable throughout the Bay Area as technology allows more distributed work.

Means of Commute



Note:The area between 0-60 percent is occupied by the category "Drove Alone"
Data Source: U.S. Census Department, 2000 Decennial Census and American Community Survey one-year estimates
Analysis: Bay Area Council Economic Institute

[40] Calculated from American Community Survey data compiled by the US Census Bureau; the number of cross-county car commuters is divided by all commuters moving between the two counties.
[41] SPUR, "The Urban Future of Work." September 2011.

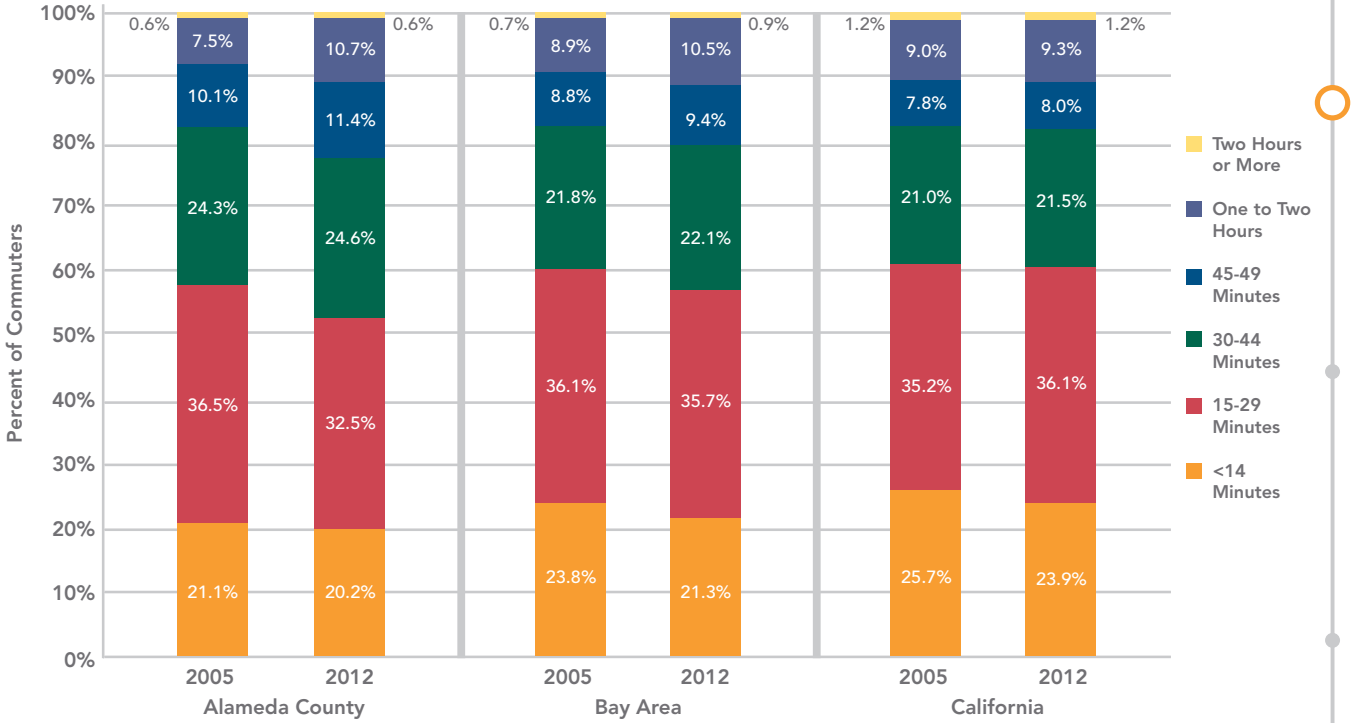
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Rising Commute Times

As populations grow and commuter preferences shift, average commute times of various transportation modes also change. For workers across California, commute times have crept upward from 2005 to 2012. The average commute in the Bay Area took 28.5 minutes in 2012, while the US average was 25.7 minutes. Commute times in Alameda County averaged 29.3 minutes and have outpaced the broader Bay Area as the number of Alameda County workers spending more than half an hour to get to work increased from 42.4 percent to 47.3 percent between 2005 and 2012. Additionally, the percentage of workers requiring more than one hour to arrive to work rose from 7.5 percent to 10.7 percent over the same period.

Commute Times

Minutes to Work for Alameda County, Bay Area and California Workers



Data Source: U.S. Census Bureau, American Community Survey one-year estimates
Analysis: Bay Area Council Economic Institute

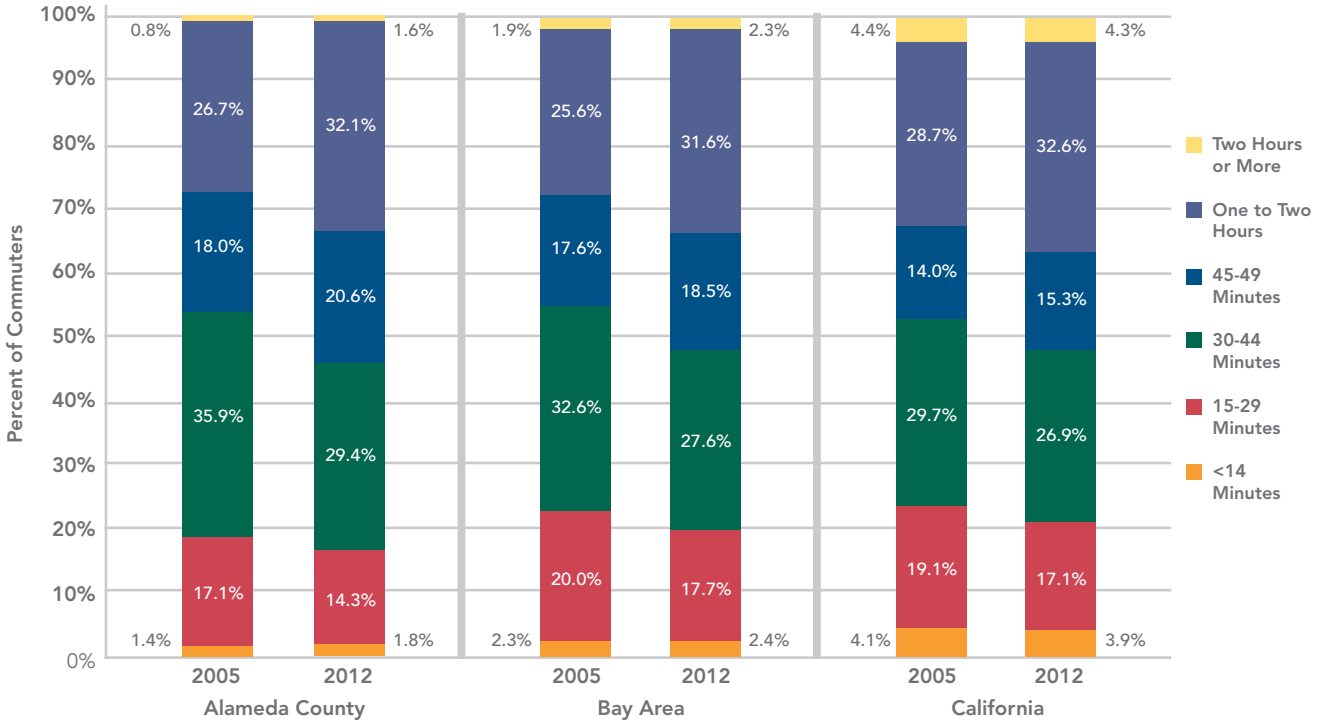
In short, Bay Area commutes are becoming longer in distance and duration, and the number of total commuters has increased by 100,000 since its low in 2009. Region-wide, more than 20 percent of commuters spend more than 45 minutes on their commutes, which is up from 2005. In Alameda County, longer commutes have become more prevalent, which is partly attributable to the increasing trend of Alameda County residents commuting greater distances to other counties for work, specifically to San Francisco and Santa Clara counties where recent job growth has been stronger. The distribution of the population farther from job centers is also reflected in the longer commute times on public transportation.

In Alameda County, 16.3 percent of commuters spent less than 30 minutes traveling to work on public transit in 2012, which is down from 18.5 percent in 2005. Those driving are generally less likely to accept long commutes as compared to users of public transit; 56 percent of vehicle commuters had commutes of less than 30 minutes.

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Public Transit Commute Times

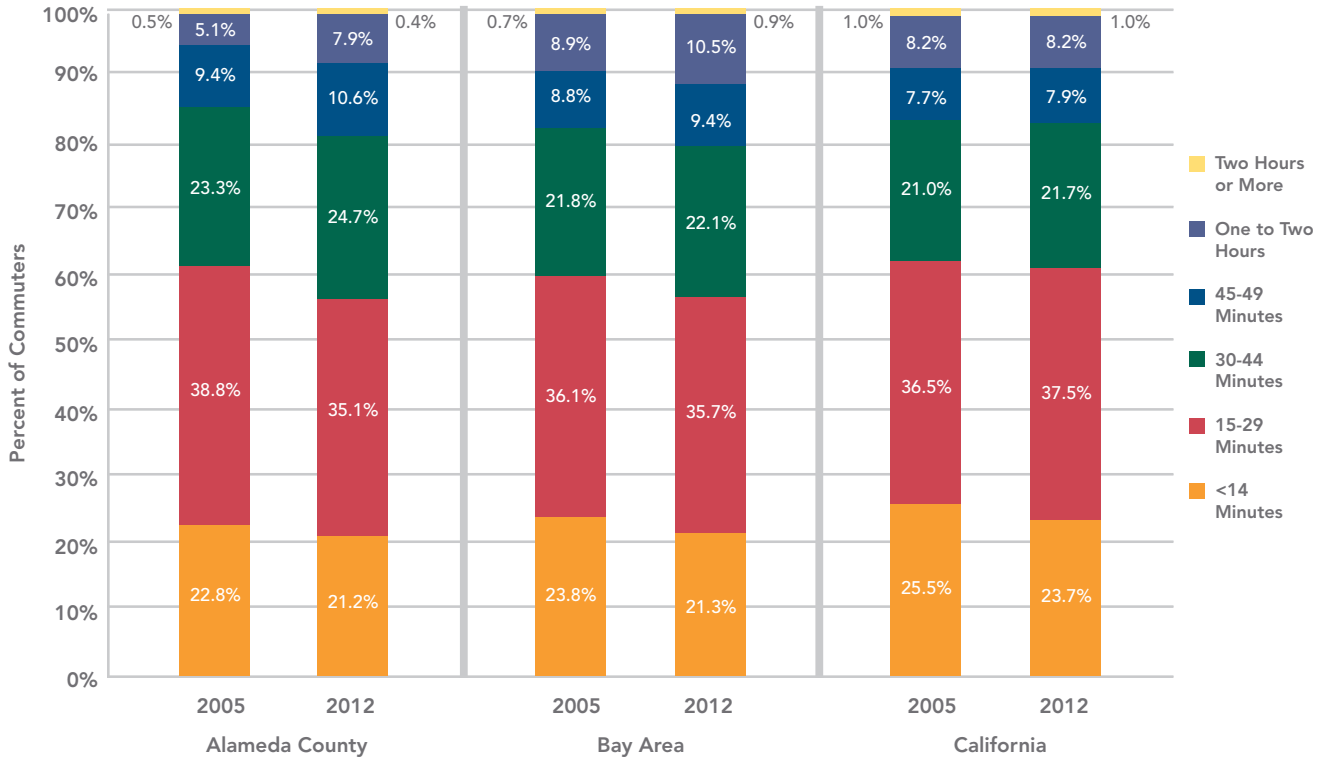
Minutes to Work for Alameda County, Bay Area and California Workers



Data Source: U.S. Census Bureau, American Community Survey one-year estimates
Analysis: Bay Area Council Economic Institute

Passenger Vehicle Commute Time

Minutes to Work for Alameda County, Bay Area and California Workers



Data Source: U.S. Census Bureau, American Community Survey one-year estimates
Analysis: Bay Area Council Economic Institute

ACTC_AR0139

Trends in Passenger Vehicle Commutes: Reflecting the Pulse of the Economy

With the total number of cars and trucks on the road in the Bay Area moving back above its pre-recession high, the amount of time spent en route is also rising. Given the region's growing economy and population, and Alameda County's central location, the county was home to four of the top 10 most congested freeway routes in the Bay Area in 2012.[42]

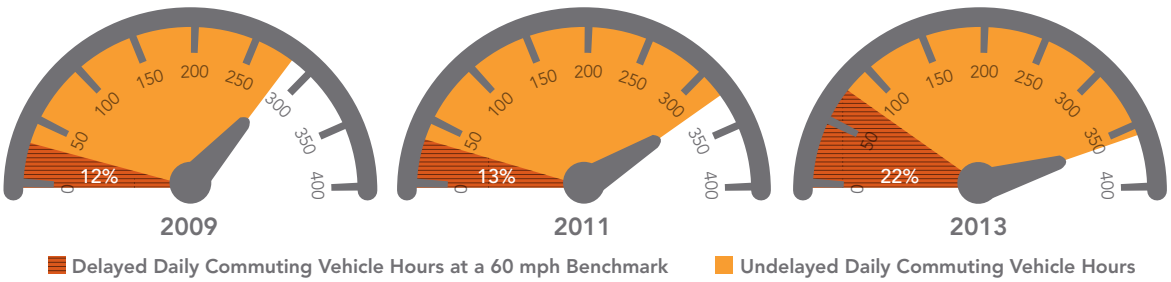
Between 2009 and 2013, daily vehicle hours spent on the road in Alameda County increased by 67,700 hours to 353,000 hours. Of this additional time, more than 63 percent can be attributed to delayed traffic. Most notably, Alameda County is home to the largest number of vehicle hours spent delayed in traffic in the Bay Area with an average of 77,400 vehicle hours delayed per day when compared to a 60 mile per hour (mph) norm. Santa Clara County follows with daily delays of 39,500 vehicle hours. Non-work travel is also becoming more congested in Alameda County than in the rest of the Bay Area. Between 2005 and 2013, weekend and holiday vehicle hours of delay grew by 87 percent in Alameda County, but by only 72 percent in the broader region.

As congestion rises, average speeds fall. Average speeds at peak commuter travel times have seen a noticeable decline across the Bay Area over the eight years since the Caltrans Mobility Performance database began tracking commute flows on highways and freeways. Between 2005 and 2013, Bay Area drivers experienced a decrease of 1 mph during the morning commute. Over the same period, morning commute traffic slowed in Alameda County by approximately 3 mph. Evening commutes have slowed more considerably. The broader Bay Area dropped 2.7 mph from 54.8 to 52.1 mph. Alameda County drivers experienced 3.4 mph of reduced speed in the evening, from 51.7 to 48.3 mph.

It is important to note that increasing traffic congestion is a common side effect of a growing economy. In analyzing Alameda County's average annual vehicle speeds over time, it becomes clear that decreasing speeds are a recent occurrence, tied directly to the economic upswing. Vehicle speeds actually increased during the busiest commute hours between 2006 and 2009, a period that included the global economic downturn. As the economy began picking up again, speeds began to decline. From 2009 to 2013, average morning commute speeds dropped by 9.7 percent, losing 5.8 mph. Evening commute speeds dropped even further by 6.8 mph, or 12.4 percent.

Average Daily Vehicle Hours on Freeways in Alameda County

Undelayed Vehicle Hours Traveled and Vehicle Hours of Delay in Thousands of Hours



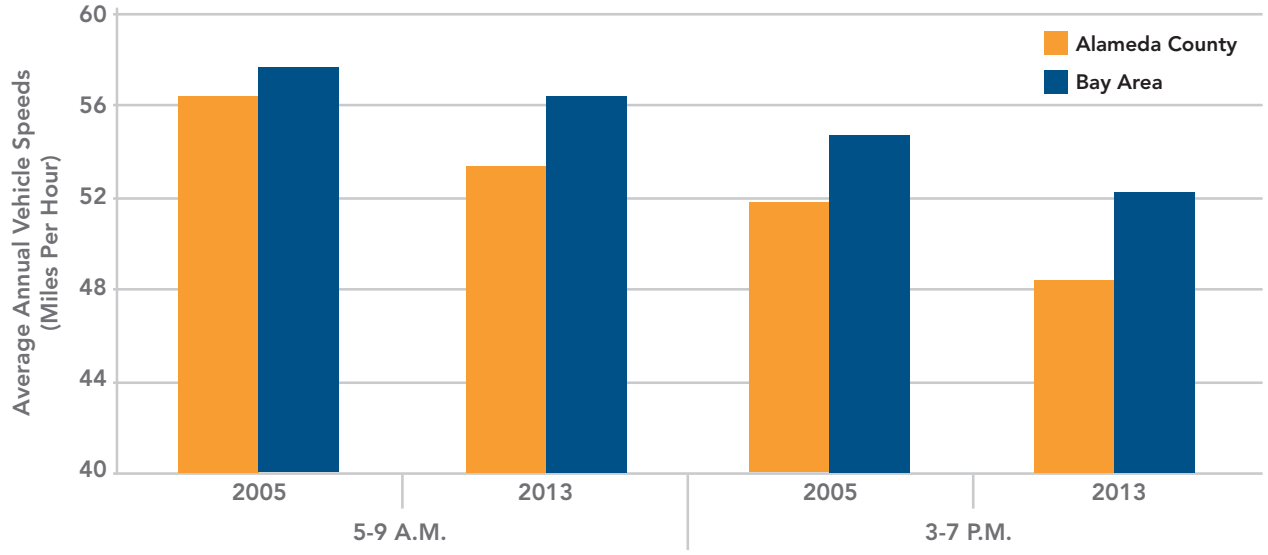
Note: Data only includes weekday commutes that were not holidays
Data Source: Caltrans Mobility Performance Report using Performance Monitoring System (PeMS) database
Analysis: Bay Area Council Economic Institute

[42] Caltrans Mobility Performance Report using Performance Monitoring System (PeMS) database.

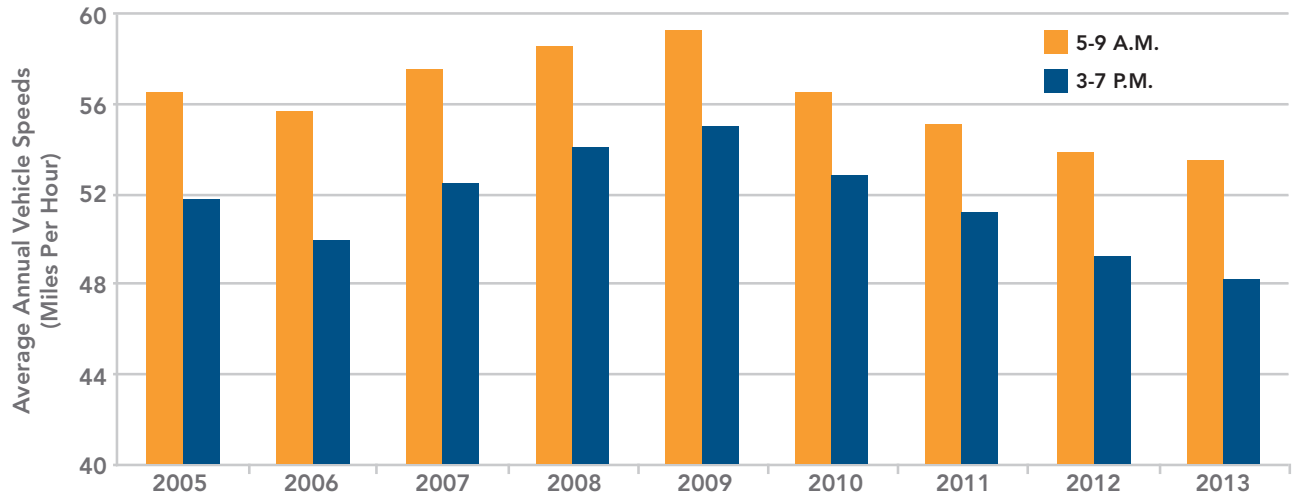
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Peak Commute Hour Travel Speeds in Miles Per Hour

Eight-Year Change in Alameda County and The Bay Area



Annual Change in Peak Hour Travel Speeds in Alameda County



Note: "Peak Commute Hours" are defined as 5:00 - 9:00 A.M. and 3:00 - 7:00 P.M., Monday through Friday
Data Source: Caltrans Mobility Performance Report using the Performance Monitoring System (PeMS) Database
Analysis: Bay Area Council Economic Institute

Trends in Public Transit Commutes

In 2012, public transportation accounted for slightly more than 10 percent of the regional commuting mode share. The Bay Area has 23 separate transit systems that bring people into, out of, and through its counties via 4,271 total vehicles, which include buses, vans, rail vehicles, cable cars, and ferry boats.

Alameda County is integrated with six of these regional systems: Bay Area Rapid Transit (BART), Alameda-Contra Costa Transit (AC Transit), Altamont Commuter Express (ACE), Livermore/Amador Valley Transit Authority (LAVTA), the San Francisco Bay Area Water Emergency Transportation Authority (WETA),[43]

[43] WETA was formed in 2010 as a consolidation of regional ferry services. Prior to 2010, Alameda County residents were primarily served by ferry services operated by the City of Alameda and the Port of Oakland.

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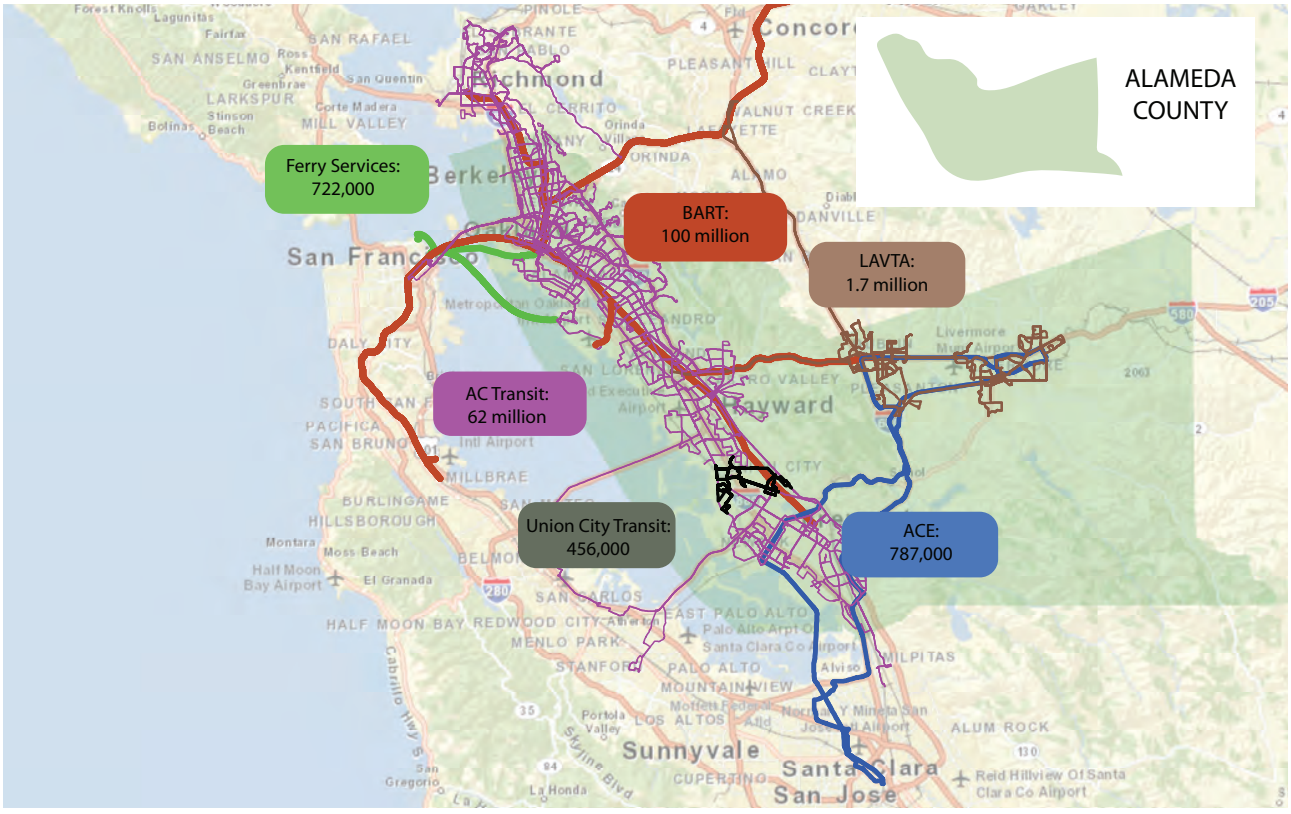
and Union City Transit. In 2010, these six systems together enabled approximately 93 million transit boardings within Alameda County, or approximately 20 percent of all transit trips taken in the Bay Area.[44] The vast majority of transit trips originating from Alameda County occur on either BART or AC Transit given their wider reach and relative ease of access compared to other systems. Other smaller transit systems serve as important links to both BART and AC Transit and also connect passengers to destinations outside of Alameda County as well as to interregional transit, such as the Amtrak Capitol Corridor and the Altamont Commuter Express Rail. While annual ridership growth across each of the six primary transit systems within the county has been mixed, the broader trend matches the general increase in the use of public transportation across the Bay Area.

Bay Area Rapid Transit

BART ridership has increased steadily over the last 15 years. Its upward trajectory has accelerated following the recession and demand continues to grow. In April 2014, average weekday boardings of nearly 404,000 represented a 1 percent year-over-year increase. While service levels have increased 17 percent since 1998, measured in vehicle-revenue hours – time spent in revenue-generating operation – passenger usage has grown at an even greater rate. Over the period from 1998 to 2012, the number of unlinked passenger trips (UPTs) has grown by 47 percent while the number of passenger miles traveled has ballooned by nearly 56 percent, reflecting a growing dependence on longer BART



Alameda County accounts for 20 percent of all public transit boardings in the Bay Area.



Transit Systems Serving Alameda County and Annual Ridership

Source: Bay Area Council Economic Institute

[44] National Transit Database, 2013 ACTC Performance Report.

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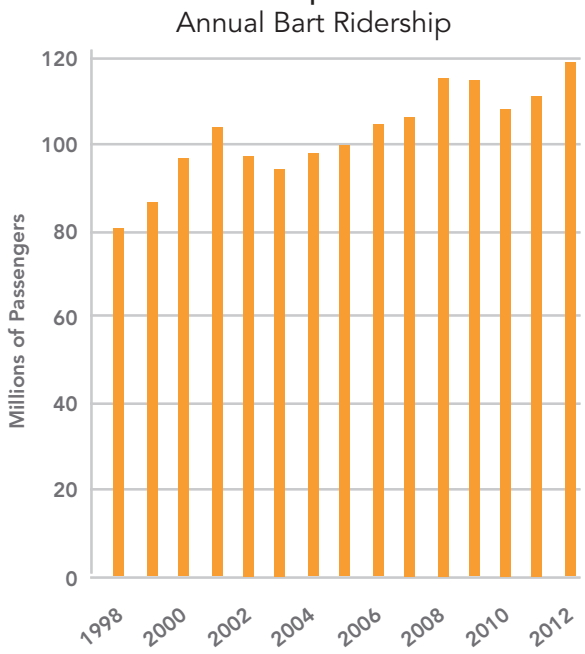
trips across the Bay Area.[45] With these additional rides, BART's service effectiveness[46] has increased by 26 percent since 1998.

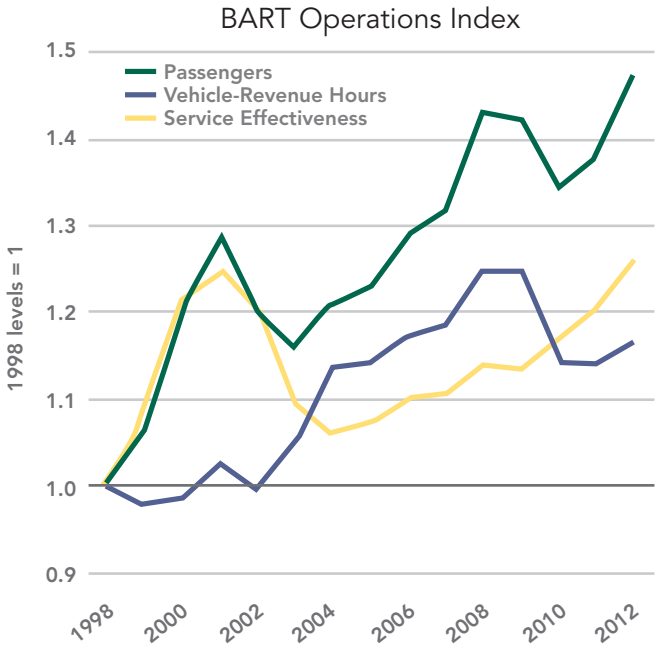


Alameda County accounts for 34 percent of all BART boardings.

Alameda County BART entries across the county's 20 stations accounted for 34 percent of the more than 390,000 average daily BART trips taken in the region in fiscal year 2013 – a proportion that has slowly grown since 2009 (for comparison, 44 percent of BART trips originated in San Francisco County, 13 percent in Contra Costa County, and 9 percent in San Mateo County). Passenger usage has jumped in recent years, with Alameda County BART entries growing by 14 percent from their trough in 2010 in the wake of reduced service following the recession. Alameda County BART entries also outpaced the 8 percent passenger growth of the rest of the system over that same period, reflecting both the county's increasing population and its residents' ability to shift travel modes.

Annual BART Ridership and Service Levels





Data Source: MTC Transit Performance Reports
Analysis: Bay Area Council Economic Institute

Alameda-Contra Costa Transit District

Unlike BART, AC Transit has seen fairly inconsistent passenger growth patterns over the last 15 years. After a decade of fluctuating annual trip numbers, there has been a significant decrease in trips related to cuts in service in the last five years. Total passenger trips for AC Transit have seemingly moved in tandem with the health of the broader economy, as ridership fell drastically in 2003 and 2009 in conjunction with economic recessions. In contrast to the 2003 reduction in usage that was followed by a rebound, passenger trips continued their lag through 2012.

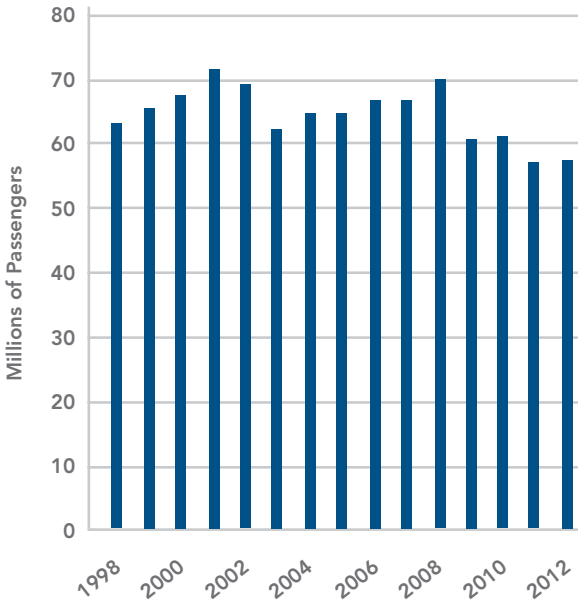
[45] Transit services are often measured in terms of Passenger-Miles Traveled (PMT) and unlinked passenger trips or boardings (UPT). Unlinked Passenger Trips (UPTs) are an imprecise measure because they do not control for transfers: if a passenger's trip involves two different bus transfers, the trip is counted as three boardings. UPTs on bus systems likely overstate the number of passenger journeys, while UPTs on rail, such as BART, should approximate passenger journeys closely because passengers rarely leave the system and tag back in.

[46] Service effectiveness is defined as the number of passengers served per vehicle-revenue hour.

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AC Transit has also experienced varying levels of service, with many routes cut in the past five years in the wake of decreasing state and local funding. These cuts produced sharp drops in the number of passengers, but the agency has witnessed a recent rebound in ridership. Average daily ridership grew by 8.2 percent during the 2013 calendar year, with 78 of 107 bus lines experiencing higher passenger levels.[47] AC Transit service continues to face challenges from traffic congestion and road conditions that other operators, such as BART, do not have to contend with. To combat these issues, AC Transit has revamped its fleet with 210 new buses for greater dependability and has instituted initiatives to improve on-time performance. AC Transit is also the largest recipient of projected 2014 TEP funds.

Annual AC Transit Ridership



Data Source: MTC Transit Performance Reports
Analysis: Bay Area Council Economic Institute

Transit systems not only provide Alameda County residents with a diverse set of transportation options, they play the important role of connecting people to jobs, education, and vital services – and they do so in a way that minimizes negative environmental impacts.

Other Transit Operators

Other operators serve to connect diverse communities to the Bay Area's job centers.

Altamont Corridor Express (ACE): In fiscal year 2012, ACE supported 787,000 trips between San Joaquin, Alameda, and Santa Clara Counties with an average weekday ridership of 3,123. ACE ridership has fluctuated over the past decade, though trips and passenger miles have rebounded in the past few years after a post-recession dip. Alameda County stations – Vasco, Livermore, Pleasanton, and Fremont – accounted for 33 percent of annual entries in fiscal year 2012, with Santa Clara County and San Joaquin County each accounting for another 33 percent.

Alameda Ferry Services: Ferry services supported 722,000 trips in 2012, continuing the rebound in passenger trips following the recent recession; ridership has grown by 33 percent since 2009. In 2010, the Alameda Ferry was consolidated into the San Francisco Bay Area Water Emergency Transportation

[47] AC Transit. (2014). AC Transit Ridership Swells [Press release]. Accessed at: http://www.actransit.org/2014/01/30/high-spiraling-rideship-for-ac-transit/.

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Authority (WETA), along with the Harbor Bay Ferry, the South San Francisco Ferry, and as of 2011, the Vallejo Ferry. According to the most recent data, ridership has been rising across all ferry services.

Livermore Amador Valley Transit Authority (LAVTA) and Union City Transit: LAVTA and Union City Transit are more local transit system services with smaller footprints, but have significant ridership. In 2012, LAVTA ridership totaled nearly 1.7 million, while Union City Transit accommodated 456,000 trips. Both systems are critical connection points for the BART and ACE regional transit systems.

Goods Movement

The Bay Area has a robust and diverse trade profile, covering petroleum, electronics, chemicals, apparel, scrap metal, automobiles, machinery, agricultural products, and wine, among other goods. In 2011, the Bay Area exported an estimated $52 billion in goods and imported over $90 billion.[48]

Measured by weight, 99 percent of Bay Area imports and exports are water-borne and travel through the region's ports.[49] The Port of Oakland is central to Bay Area maritime trade for several reasons. Its trade balance is unique. Its exports, in twenty-foot equivalent units (TEUs), exceed its imports, making the Port a key export node for the United States. The Port is generally the second port of call on the West Coast for Pacific shipping lines, which drop cargo off in Southern California and then travel north with lighter loads to pick up containers in the Bay Area.

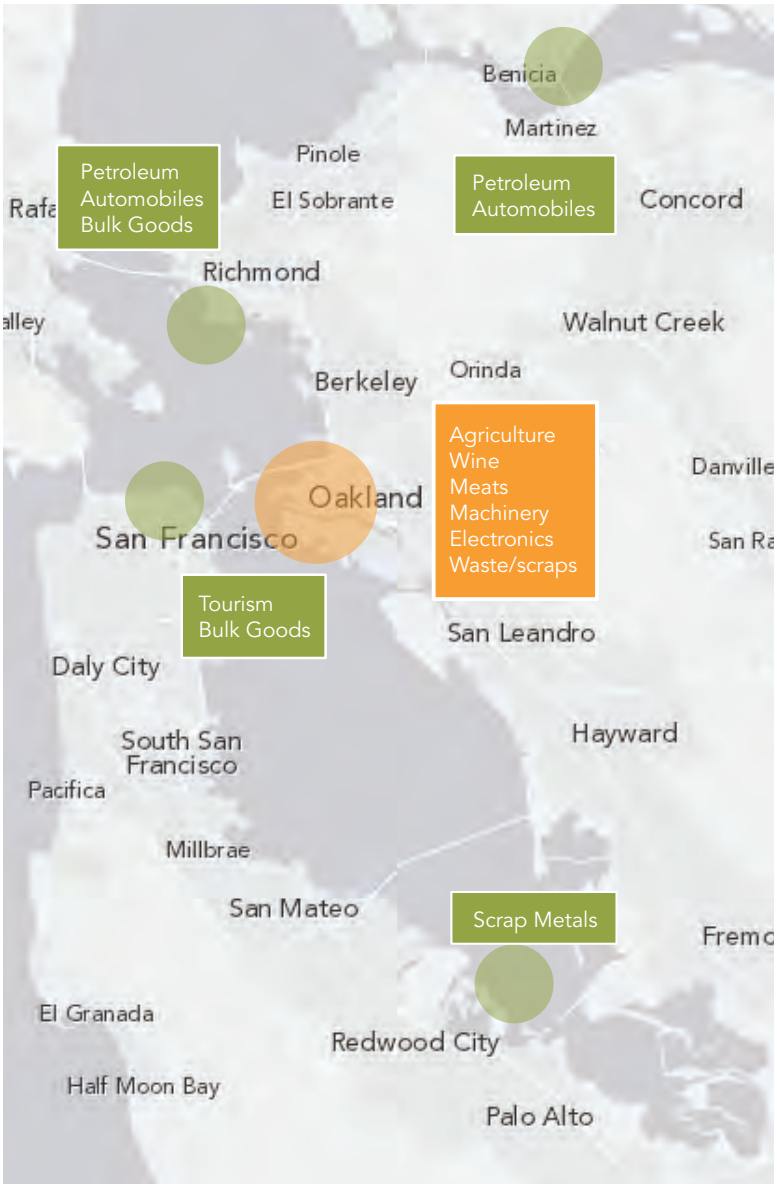
- Over the past decade, local and regional markets have comprised a larger amount of the Port of Oakland's trade profile. Rail-borne goods bound for the eastern United States can be offloaded at any major West Coast port. In other words, there is no unique geographic advantage for the Port of Oakland on such goods, and domestic port selection is often dictated by the cost and frequency of rail service.
- The trade outlook with Asia is positive, particularly with China, whose growing middle class is demanding more luxury goods. The Port of Oakland handles 99 percent of Bay Area wine exports, and China and Hong Kong are becoming major recipients.[50] As internal infrastructure in China improves, making the inland transportation of goods easier and cheaper, this trade will likely continue.
- Investments in cold storage are also supporting trade in California's high-value agricultural sector.
- Given the high cost of land in the Bay Area, much warehousing activity has gone inland to the San Joaquin Valley, which positions the Port of Oakland as a gateway destination for goods handled by major distributors, such as Amazon and Costco.

The Port of Oakland also handles 99 percent of *containerized* cargo that flows through Northern California. The Port of Oakland has 20 deepwater berths, which enable it to handle containerized cargo on massive cargo ships. In contrast, the Port of San Francisco has 6 deepwater berths but does not handle containerized cargo anymore due to poor rail access, height restrictions, and other limitations.[51]

[48] Bay Area Council Economic Institute, "International Trade and the Bay Area Economy," 2013; Freight Analysis Framework 2011 export estimates.
[49] Maritime freight is measured in a number of ways. Tonnage refers to the cargo volume and is correlated with the TEU (twenty-foot equivalent unit) measure of cargo containers. However, not all cargo is shipped in containers, so bulk cargo is often converted to an estimated equivalent tonnage. Some databases also measure tons of cargo in weight or mass, using tonnes (metric tons) or short tons (tons in pounds). Value is measured in dollars. TEUs are generally the best measure of trade volume, since weight varies so much by product (automobiles versus electronics) and value can fluctuate with exchange rates, which can change rapidly and are not necessarily correlated with trade product volumes.
[50] Interview with Port of Oakland Business Development representative. February 28, 2014.
[51] California DOT, "Port of San Francisco Fact Sheet."

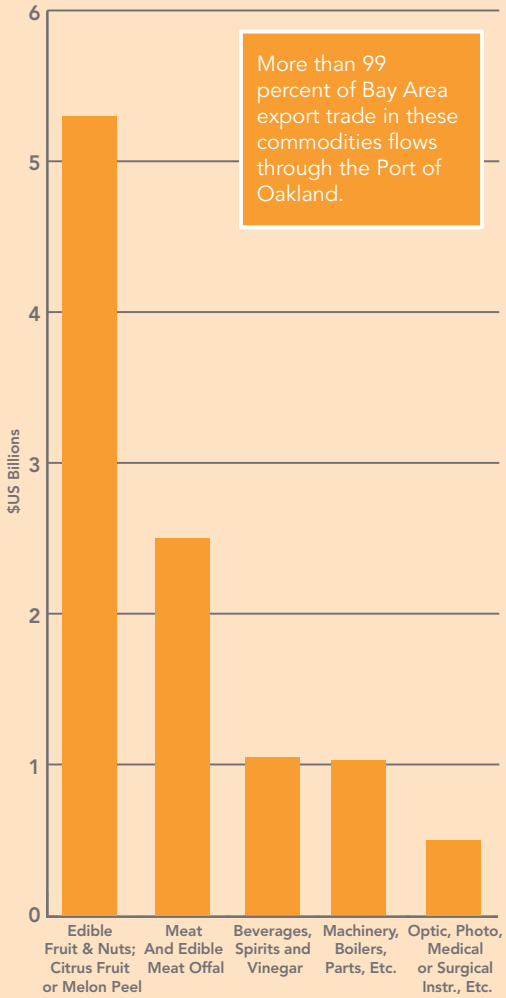
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The Port of Oakland's Role in Bay Area Trade and Transportation



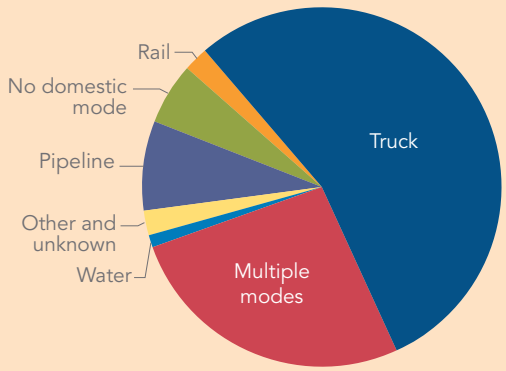
The Port is Necessary for Important Commodities

Port of Oakland Exports:
Select Commodities, by value in 2013

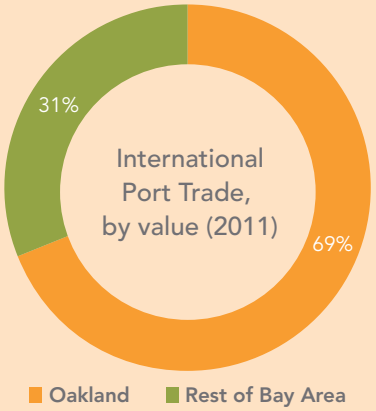


This Trade Relies on the Surface Transportation Network

Mode of domestic travel when goods reach ports (by value)



Port of Oakland Supports International Trade



Data Source: Freight Analysis Framework and US Trade Online
Analysis: Bay Area Council Economic Institute

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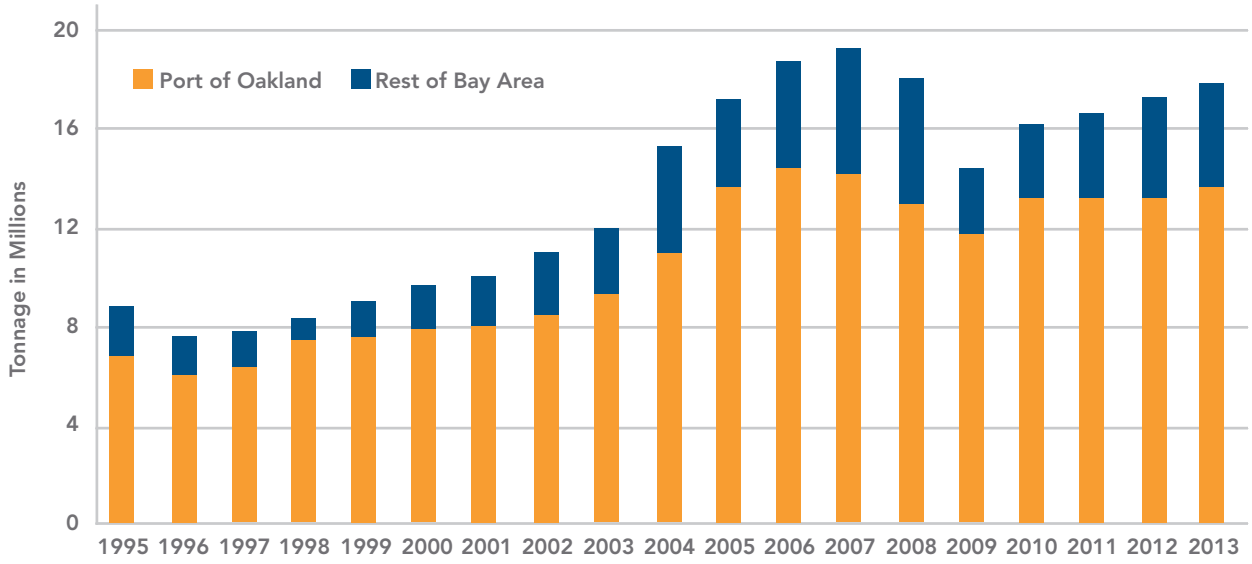
Each of the Bay Area ports has different specializations. The Port of San Francisco specializes in tourism and non-containerized cargo. The Ports of Richmond and Benicia handle crude petroleum exports and automobile imports. The Port of Richmond also handles dry bulk goods. The Port of Redwood City mostly handles construction materials and scrap metal. In contrast, the Port of Oakland handles electronics, machinery, agricultural products, and apparel, as well as scrap metal and paper. Its unique role in Bay Area trade cannot be overstated, and it dominates Bay Area imports and exports.

In addition to its distinctive role in Bay Area trade, the Port of Oakland's maritime operations sustain approximately 29,000 regional jobs, or eight jobs for every 1,000 containers imported or exported.[52] These jobs include those related to port operations – logistics, longshoremen, and waterfront workers – and those related to off-site rail and truck transportation and warehousing. The Port's economic impact reaches far beyond just Alameda County as every container moved at the Port begins and ends with a truck – contributing to job growth throughout the Bay Area and points beyond.

Bay Area Port Trade is Active and Growing

The Port of Oakland's ability to handle containerized cargo has helped Bay Area imports and exports grow over the past decade. The Port of Oakland also handles the majority of Bay Area water-borne foreign imports and exports by value. However, its share of certain product types varies widely, and in many commodity categories it is responsible for almost all Bay Area imports or exports. Most of the valuable Bay Area water-borne trade that does not flow through the Port of Oakland is petroleum and vehicle imports that go through the Ports of Richmond and Benicia and the waste/scrap exports that go through the Port of Redwood City.

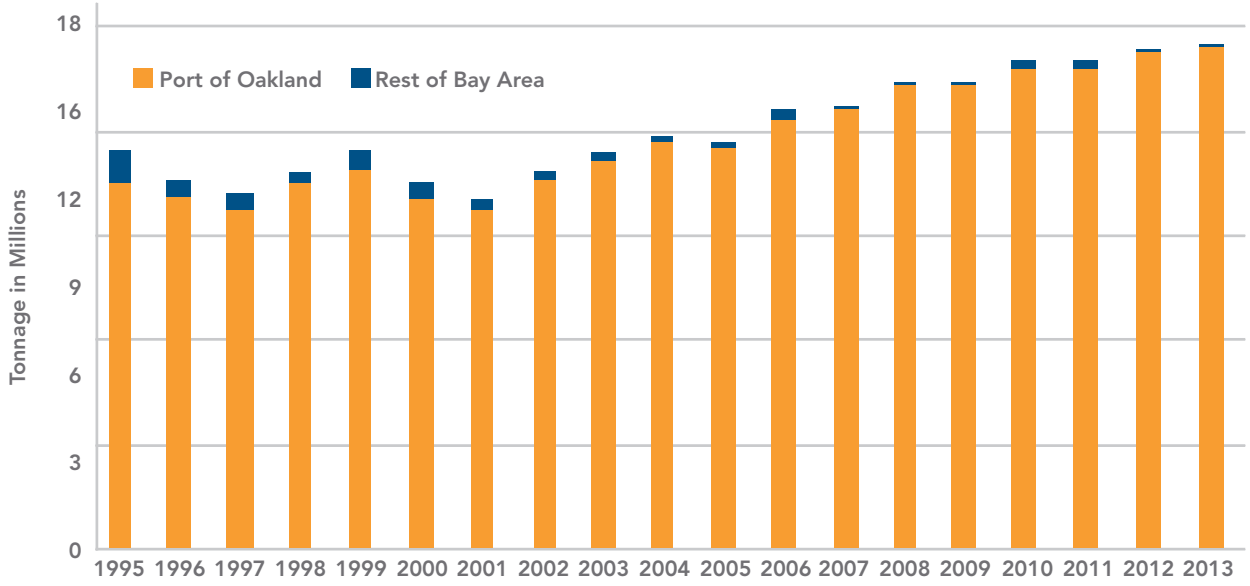
Bay Area Port Cargo
Inbound Cargo



[52] Port of Oakland, "Powering Jobs, Empowering Communities." Prepared by Martin Associates, 2010.

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Outbound Cargo



Data Source: US Trade Database; Pacific Maritime Association
Analysis: Bay Area Council Economic Institute

The types of products handled by the Port of Oakland reflect its critical role in supporting the Northern California economy. These products include produce and meats from the Central Valley and the North Bay; electronics and machinery from Bay Area manufacturing companies; medical precision instruments from Silicon Valley and the East Bay; and wine from Napa and Sonoma. Given their reliance on containerization, many of these products would otherwise need to go south to the Ports of Los Angeles or San Diego.

Exports from the Bay Area grew 56 percent by weight from 2007–2011 and 22 percent in value – by approximately $8 billion. This was led by growth in agricultural products, meat, waste/scrap, and machinery. The fact that this growth occurred in the middle of a recession in the US economy implies deepening integration of US food production with the global food supply chain.

Air Freight Connects Bay Area Goods with the Country and the World

Air freight constitutes half of Bay Area imports and exports by value, although it accounts for just a fraction of trade by weight. When analyzing exports alone, air freight moves a 60 percent share of trade by value. The three Bay Area airports support the regional manufacturing sectors specialized in semiconductors, electronics, and high-precision products. Though manufacturing employment has declined in the Bay Area, it still comprised almost 10 percent of total Bay Area employment in 2011.[53]

Measured by weight, air freight has been declining at all Bay Area airports over the past several years, largely due to the economic recession, though the share of air cargo going through Oakland International Airport (OAK) has increased. The California Department of Transportation (DOT) estimates that by 2035, air cargo is expected to increase at OAK by 65 percent.[54]

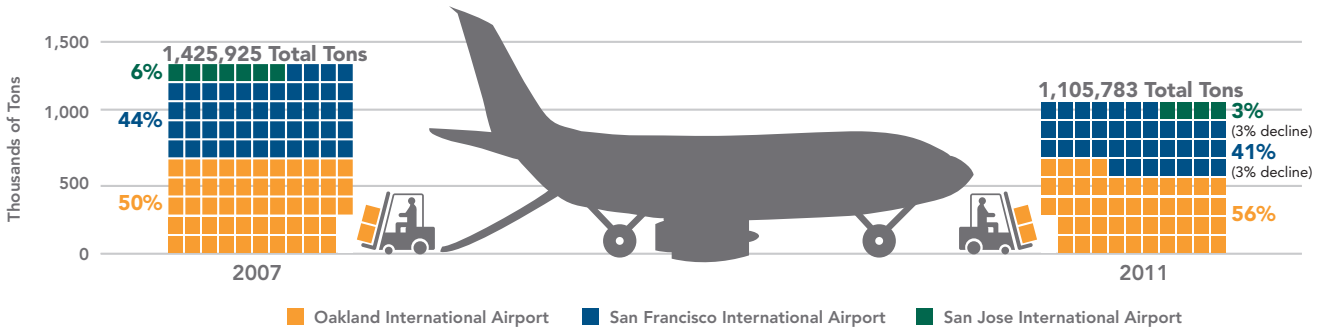
[53] Bay Area Council Economic Institute, "The Bay Area: A Regional Economic Assessment," 2012.
[54] California DOT, "Oakland International Airport Fact Sheet."

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In 2011, the Oakland International Airport ranked as the 13th largest cargo airport in the nation and was responsible for over 50 percent of Bay Area air freight, estimated in 2011 at 550 kilotons. However, OAK does not handle much international cargo, over 95 percent of which (by weight) travels through San Francisco International Airport (SFO), even though much of that incoming and outgoing cargo will pass through Alameda County on trucks via I-580, I-80, or I-880.[55]

Instead, OAK is central to the Bay Area's domestic air cargo movement, as it is home to FedEx's west coast shipping hub. In 2007, OAK handled 70 percent of domestic air cargo, and in 2011, it handled 80 percent. Domestic air freight from the Bay Area in 2011 was valued at approximately $13.7 billion, primarily in electronics and precision instruments, which combine to deliver over 90 percent of the value of domestic exports. Domestic air trade dipped from 2007 to 2011, likely due to the economic recession.

Bay Area Air Freight
Regional Airports



Data Source: MTC, "Regional Airport Aviation Tracking Report," 2012
Analysis: Bay Area Council Economic Institute

Trucks Play a Critical Role

Alameda County also serves as a major conduit between the Central Valley and the Bay Area via the I-580, I-880, and I-80 highways. These routes are also heavily traveled by trucks conveying Central Valley produce to the Port of Oakland and goods arriving at the port to distribution centers in the Central Valley.

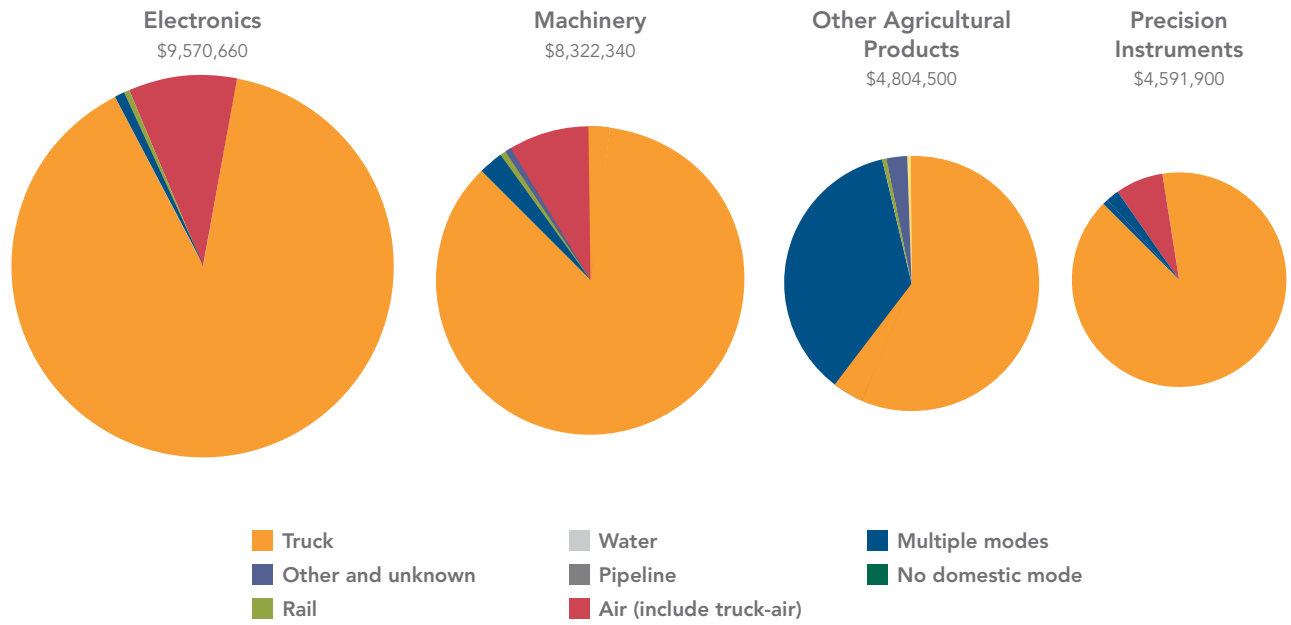
The highway system is also a critical component of Bay Area international trade. Approximately 72 percent of all Bay Area exports, by value, rely on domestic trucks to reach their physical port of exit, and 51 percent of water-borne exports (flowing through regional ports) require trucking.[56] The surface freight system in the Bay Area is therefore critical to the region's trade. Given the Port of Oakland's central role in water-borne exports, much of this surface freight is flowing through Alameda County. Some of the Bay Area's core exports – electronics, machinery, precision instruments, agricultural products, meats and seafood – rely almost exclusively on trucks.

[55] California DOT, San Francisco International Airport Fact Sheet.
[56] Data covering commodity category, mode of travel, and commodity value were determined using the Freight Analysis Framework. Records include all goods leaving the San Francisco Combined Statistical Area (CSA), regardless of point of origin. Data can be filtered by domestic mode of travel and foreign mode of travel. Calculations on the share water-borne international trade relying of trucks are taken from 2011 data.

ACTC_AR0149

2011 Bay Area Exports

Select Commodities by their Domestic Mode of Travel



Data Source: Freight Analysis Framework
Analysis: Bay Area Council Economic Institute

While the Port of Oakland and the Oakland International Airport generate significant numbers of truck trips in Alameda County, goods movement for end consumption domestically also plays a significant role in producing truck traffic. According to the Metropolitan Transportation Commission's 2004 Bay Area Regional Goods Movement Report, trucks haul 80 percent of freight tonnage moving through the Bay Area. The Federal Highway Administration also estimates that by 2040 the tonnage of goods moved in the Bay Area for domestic consumption will grow by approximately 70 percent from 2011 levels. This speaks to the need to invest in Bay Area urban goods movement, while also supporting national and international needs.

Alameda County's roads and highways will continue to be populated by truck traffic as more industrial developments are built in the county. At least eight new industrial centers, totaling about 3.6 million square feet, are under construction or planned in East Bay cities stretching from Fremont north to Richmond.[57] These developments are likely to be highly reliant on Alameda County infrastructure as trucks complete the initial legs in moving their products to customers in the Bay Area, across the nation, and overseas.

[57] San Francisco Business Times, "New industrial frenzy is all about demand." April 4-10, 2014.

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The Sources of Transportation Funding in Alameda County

Infrastructure anywhere in the world is immensely complicated to develop and involves large sums of money. The US is no different. In 2008, the total estimated national budget for highways and mass transit was well over $200 billion dollars.[58]

The system that governs how these dollars are collected and how they are spent is also complex. This section provides an overview of that funding system to contextualize county sales tax measures in the larger scheme of transportation funding trends. Over the past decade, the transportation finance system has undergone significant changes that make future funding uncertain and create a potentially growing funding gap. In addition to allowing Alameda County to plan for the region's growing transportation needs, the 2014 TEP also addresses this funding uncertainty by providing a dedicated source of long-term funding.

Federal Transportation Funding

At the aggregate national level, the bulk of transportation funds comes from several sources, primarily taxes on gasoline and diesel, taxes on vehicle parts and activities, and general revenues from various levels of governments. In 2010, these together accounted for almost 40 percent of total transportation funding, estimated at over $260 billion across the US at all levels of government.[59] Key sources include the following:

Gas and Diesel Taxes: Federal and state taxes are applied to each gallon of gas consumed in the US. The gas tax comprises the bulk of federal transportation funding and is a major source of state transportation funding. The federal gasoline tax is $0.184 per gallon and has not changed since 1993. California's excise gasoline tax rate was $0.36 per gallon, as of January 2013; additional fees and local taxes add an average of $0.127 per gallon.[60] State gasoline taxes vary widely, from New York's effective average of $0.506 per gallon to Alaska's $0.08 per gallon. The unweighted average across states for state gas taxes was $0.27 per gallon in 2012.

[58] Research and Innovation Technology Administration, Bureau of Transportation Statistics, "Government Transportation Financial Statistics," 2012.
[59] Statistics compiled from National Transit Database and Highway Statistical Series. Given the complexity in data collection, these numbers may be subject to reporting errors.
[60] American Petroleum Institute, "State Motor Fuel Taxes," 2013. Calculating state gas taxes is not as straightforward as it seems. Some states charge sales taxes on gasoline, which fluctuate based on oil prices. Many counties and localities charge additional local taxes, which the American Petroleum Institute averages out across the state. As such, calculations from different sources will vary slightly.

Recent transportation funding measures in Alameda County

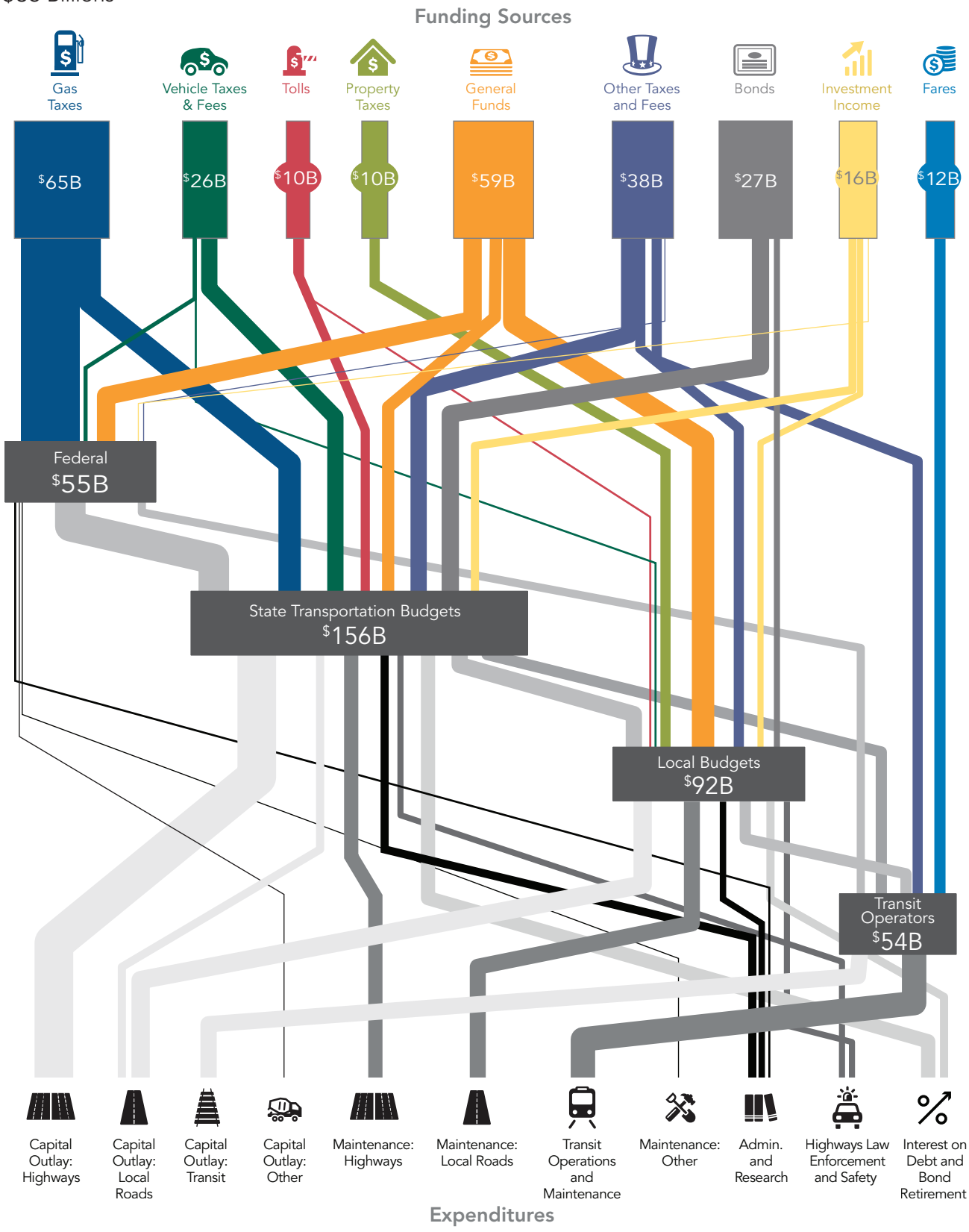
Measure B: In 1986, Alameda County voters approved California's second locally enacted county transportation sales tax, known as Measure B, supporting a 15-year investment package. In 2000, 81.5% of Alameda County voters approved the continuation of Measure B and the Transportation Expenditure Plan (TEP) for 20 more years.

Measure B1: Measure B1 was a permanent sales tax measure that lost by a fraction of a percent (721 votes) in 2012. The measure would have augmented and extended the existing sales tax to fund Alameda County transportation improvements according to a new TEP.

2014 TEP: The 2014 Transportation Expenditure Plan proposes approximately $8 billion in investments spread over 30 years.

US Transportation Funding (2010)

$US Billions



Note: Intergovernmental transfers between levels of government create budget amounts that, when taken together, are larger than the funding sources in aggregate. For example, when federal funds are passed down to states, they are counted in both the federal and state budgets as depicted by the boxes.

Data Sources: Highway Statistical Series and National Transit Database

ACTC_AR0152

Vehicle Taxes and Fees: Many vehicle-related sales, such as tires and trailers, carry special taxes earmarked for transportation purposes. Each state also charges its own set of fees and taxes. California charges fees for commercial vehicles based on weight; in FY11–12, these fees generated almost $1 billion.[61]

Tolls: Paying to cross roads and bridges also raises revenues for transportation. While small in the grand scheme of funding, tolls are significant revenue sources in their localities. Tolls also include dynamic pricing mechanisms such as express lanes, which allow lanes to be priced based on traffic conditions and demand.

Property Taxes: Transportation-related property taxes come through many channels, including property taxes around major transportation investments, such as transit stations. Tax increment financing (TIF) and developer fees are two ways in which local jurisdictions can better capture the economic value generated by infrastructure projects in the form of government revenue.

General Funds: Many levels of government supplement transportation funding through general fund transfers. This practice is common at the local level, although the federal government has also appropriated over $50 billion for transportation from its General Fund over the past five years.

Other Taxes: Each state has its own regulations about what goods or services can be taxed for transportation purposes, and revenue sources include developer impact fees, parking charges, and sales taxes. California counties and transit agencies can pass local option sales tax measures to support transportation needs. In California, 20 of the 58 counties currently levy this tax, including Alameda County through Measure B, which was passed in 2000 and expires in 2022.[62]

Bonds: States and localities can issue bonds to fund transportation projects and dedicate revenue streams to pay off bond debt. In 2006, California voters approved Proposition 1B, which authorized almost $20 billion in bonds over 10 years for transportation purposes.

Fares: Purchasing a ticket supports transit operations, although the significance of fares varies greatly by transit agency.

The Growing Burden at the Local Level

The transportation funding system is also highly localized, in that each state and each locality leverages its own funding mechanisms, special taxes and fees, and bonds. In some places, certain revenue sources are much more important. For example, bridge and highway tolls accounted for less than 5 percent of total transportation funds across the US, but they are a significant source of funds in the Bay Area.

In addition, transportation funds are not quite like personal income or many corporate revenues, which can be easily shifted from one use to another. Instead, transportation funding is composed of many smaller funds, the use of which is tightly regulated. For example, at the federal level, most funding is returned directly to states according to a series of formulas; in turn, states pass this money along to local agencies according to their own formulas, although agencies generally must demonstrate that their projects fit within

[61] California Transportation Funding Overview, Legislative Analyst's Office, February 28, 2011.
[62] Transportation Funding in California, Division of Transportation Planning California Department of Transportation, 2014.

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current policy frameworks. These frameworks and the formulas that distribute funds also change over time. Money also flows through various smaller funds that can only be used for particular purposes.

These practices result in complex funding systems that are highly particular to different areas. The federal government establishes transportation policy objectives and guides spending. In California, metropolitan planning organizations and regional transportation planning agencies have transportation plans that are subject to public comment and review. At all levels, transportation plans spell out the anticipated transportation system investments, policy objectives, community aspirations, and the needs to accommodate social, economic, environmental, and regulatory change.

The various layers of the transportation funding system include the following:

- **Congress and the Highway Trust Fund:** The primary instrument of transportation funding at the federal level is the Highway Trust Fund. Established in 1922, it is funded primarily through taxes on fuel. Congress approves multi-year transportation bills that establish policy frameworks, distribution formulas, and overall funding levels. A small portion of federal funding is put into programs that state and local agencies can compete for in a grant-like application process, though not all such funds come from the Highway Trust Fund.

- **State Legislatures:** Legislatures create and pass transportation budgets, apportion parts of the general fund for transportation purposes, and create new funding sources, such as bonds. Each state can set its own fuel tax rates and vehicle fees, and these vary widely across the US. The California Department of Transportation (Caltrans) oversees transportation needs across the state and helps develop the California Transportation Plan (CTP), which sets forth a long-range vision of transportation needs and strategies for addressing them. This plan is updated every five years, and Caltrans is beginning to develop CTP 2040.

- **Regional Metropolitan Planning Organizations:** Each major metropolitan area in California has a metropolitan planning organization (MPO) that helps distribute state and federal money. MPOs are generally pass-through entities, which redistribute money instead of raising it. MPOs also oversee regional transportation plans, which build upon, integrate, and ensure regional coordination among the county plans. The Bay Area's MPO is the Metropolitan Transportation Commission (MTC) and MTC's 2040 Regional Transportation Plan is included as part of Plan Bay Area,[63] an integrated long-range transportation and land use/housing plan that was jointly developed with the Association of Bay Area Governments (ABAG) to meet the regulatory requirements of Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008. MTC also oversees Bay Area bridge toll revenues.

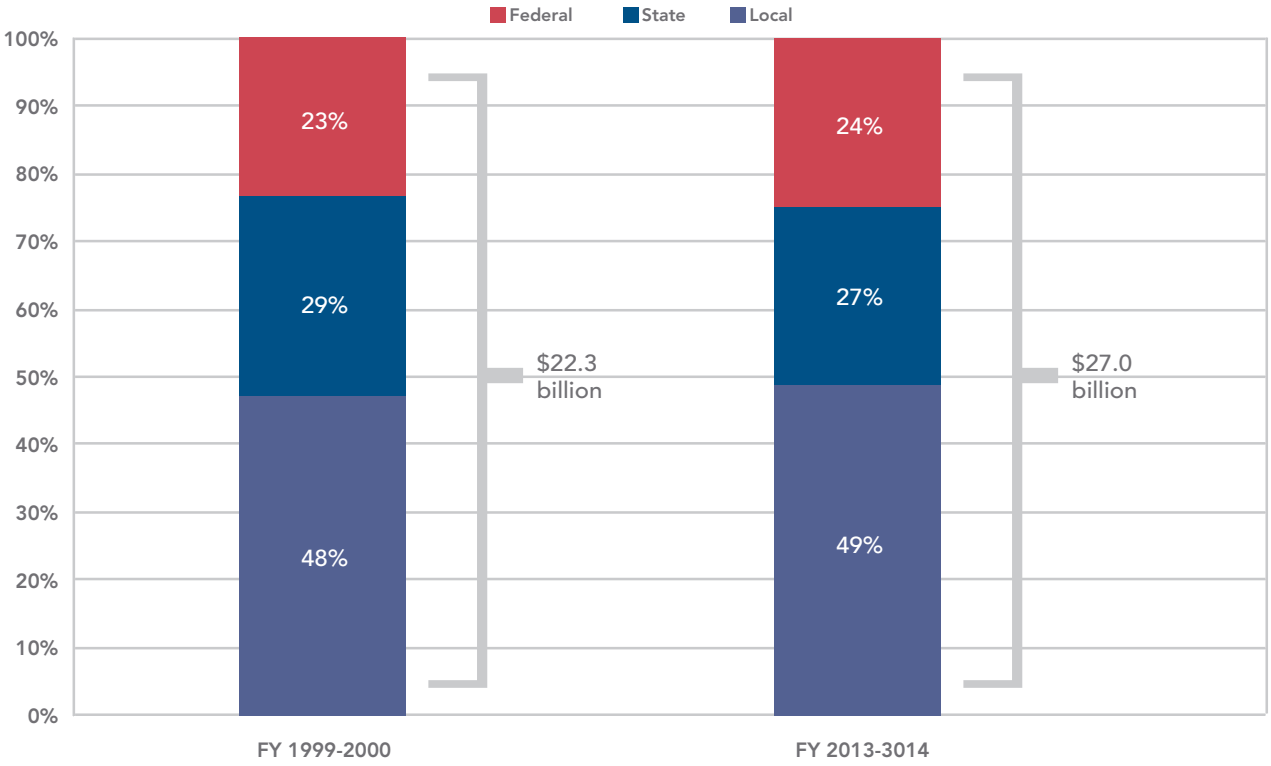
- **County Agencies:** Many California counties have one or several transportation entities that can raise funding to support county-wide transportation needs. The Alameda County Transportation Commission (ACTC) is one such agency and it helps oversee the Alameda Countywide Transportation Plan (CWTP),[64] which is developed in coordination with residents, communities, and cities. ACTC also manages the transportation expenditure plans (TEPs) that guide the expenditure of revenues from special transportation funding sources, such as Measure B and vehicle registration fee funds approved by voters.

[63] Accessible at http://www.mtc.ca.gov/planning/pla_bay_area/.
[64] Accessible at http://www.alamedactc.org/app_pages/view/795.

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- **Transit Operators:** Transit operators are generally independent entities responsible for their own budgets, operating practices, and capital plans for long-term system maintenance, upgrades, and expansion. Most rely heavily on funding from federal, state, and local sources, as well as from fares.
- **Cities:** Each city has a department that plans capital projects, infrastructure upgrades, and road maintenance. A citywide General Plan has a transportation component that lays out priorities in the city transportation system.

California Transportation Funding
By funding source



Note: Dollar values are inflation-adjusted to show constant 2013 dollars
Data Sources: California Department of Transportation and California Legislative Analyst's Office
Analysis: Bay Area Council Economic Institute

It is important to have this broad system in focus in order to understand how recent developments have impacted this funding system and have helped to shift the burden to local jurisdictions. In the 1960s and 1970s, the federal government was responsible for almost 30 percent of transportation funding for highways nationwide. By the 1990s, that proportion had moved lower, with states and local governments making up the difference. This shift in transportation funding mix has been more pronounced in California, where local option sales taxes to fund transportation have been widely used. In California, local funding makes up nearly half of all transportation spending.

The evolution toward increased local funding continued over the past decade, though the federal government has recently stepped up its role in funding transportation. Following the recent global economic crisis, federal stimulus funds were heavily allocated toward infrastructure. But these funds were for projects that were deemed "shovel ready", and reliance on federal dollars is unlikely to be a sustainable source of

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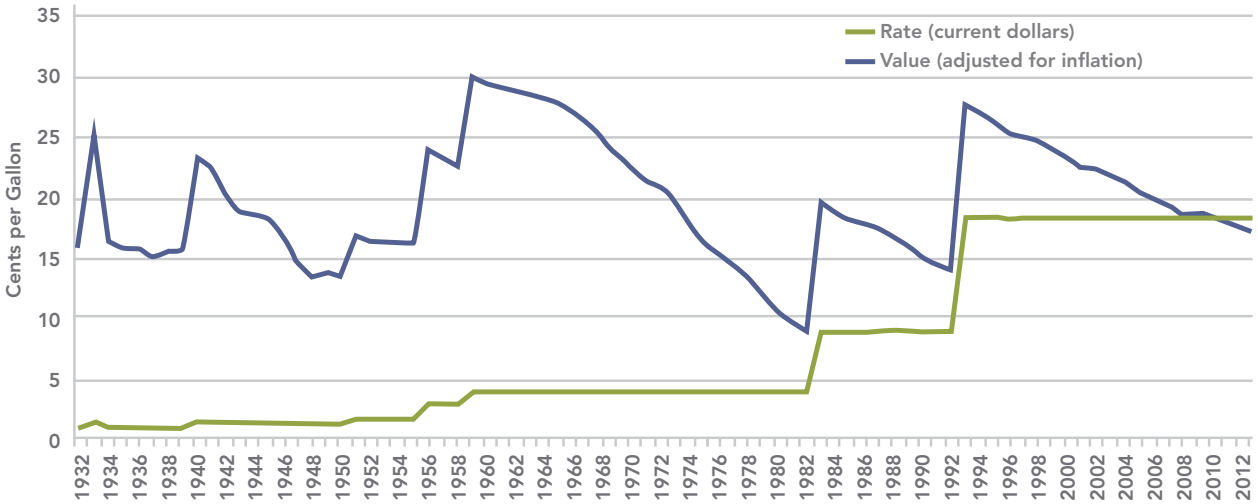
funding going forward. Looking ahead, the combination of federal and state transportation funding's reliance on taxes from slowing fuel consumption and the growing costs of steel and other construction materials will place greater pressure on local jurisdictions to fill the infrastructure financing gap.

Looking Forward: Trends in Transportation Finance

The current state of the US transportation funding system poses risks for local transportation systems. In 2010, a federal commission evaluated the transportation funding system in the US and found that there was a $172 billion *average annual* investment gap across the US just to properly maintain the current transportation system through 2035. Improving this system with necessary upgrades and investments would produce a $214 billion average annual gap. Just at the federal level, this points to gaps of $78 billion for maintenance and $96 billion for necessary upgrades. Revenue from taxes on gasoline comprises the single biggest source of funding across the system, determined by gas tax rates and by gas gallon purchases. In turn, these are determined by how much people drive and how many gallons of gas are consumed.

The federal gas tax has not increased in 20 years. The gas tax rate at the federal level is $0.184 per gallon, and its value has eroded immensely due to inflation. A 2008 report estimates that the gas tax would need to have been raised by almost $0.10 per gallon just to restore purchasing power it had when it was raised in 1993.[65] This situation has contributed to major shortfalls in the Highway Trust Fund. Over the past decade, the balance has been steadily diminishing, from almost $40 billion in 2000 to almost $9 billion in 2008, and without major and unprecedented contributions from the General Fund, totaling nearly $53 billion since 2008, the Highway Trust Fund would have been insolvent. As of April 2014, the Congressional Budget Office projects that the Highway Trust Fund will have insufficient revenues to meet its obligations starting in the latter part of fiscal year 2014.

Value of the US Gas Tax
1932 - 2012

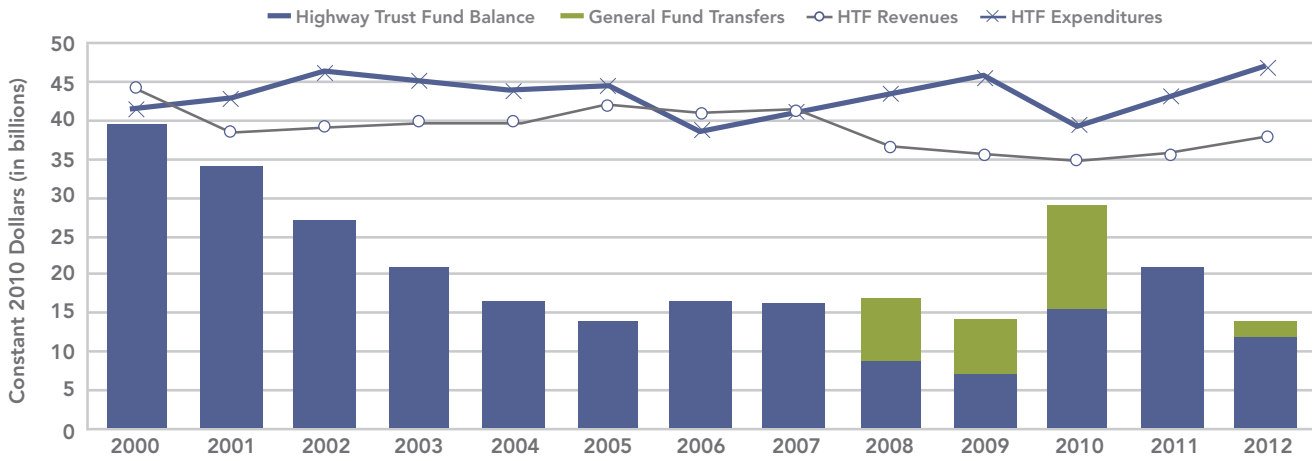


Data Source: Tax Foundation (Gas tax rates), Bureau of Labor Statistics (CPI)
Analysis: Bay Area Council Economic Institute

[65] National Surface Transportation Infrastructure Financing Commission, "Paying our Way: A New Framework for Transportation Finance," 2008.

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Federal Transportation Funding: Revenues, Expenditures, and the Balance of the Highway Trust Fund, 2000 - 2012

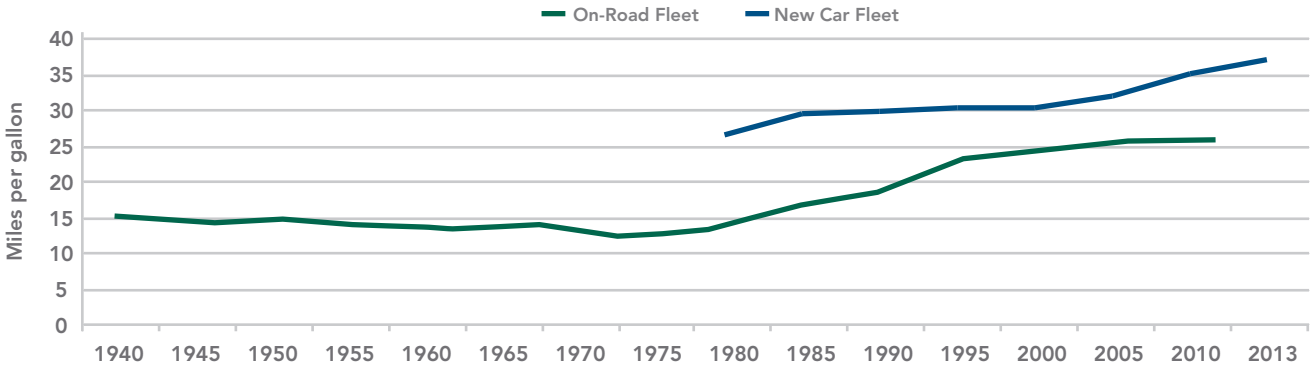


Data Source: Federal Highway Statistical Series, Tables FE-210
Analysis: Bay Area Council Economic Institute

Americans have been driving less – on a per-capita basis and overall. This can partially be explained by the recession, but the trend actually started in 2007. Driving behavior is partially driven by gas prices, which fluctuate in a market environment. Because the gas tax rate is flat, revenues do not increase when gas prices rise. A reduction in driving is theoretically good, but the resulting funding shortfall creates short-term dilemmas. Will vehicle miles traveled (VMT) plateau – and hence make more road investments less necessary? If VMT rises again, cars will be driving on the same system, now lacking billions in unfunded investments. The long-term planning horizon of transportation infrastructure makes this calculation particularly complicated.

Increasing fuel efficiency means Americans can drive more miles on less gas. In the long term, this efficiency will lead to more strain on the transportation system while generating less funding to maintain and manage it. Today, a Toyota Prius averaging 50 miles per gallon, would provide only half the tax revenue of a 1985 25-mile-per-gallon vehicle while still creating the same amount of congestion, road wear and tear, and parking needs. Average US fuel economy has been climbing slowly since the 1970s as individual vehicle models become much more efficient. Looking ahead, radical increases in fuel efficiency through clean-fuel vehicles and higher CAFE standards are likely to improve overall fleet economies.

Average Fuel Economy of US Passenger Cars

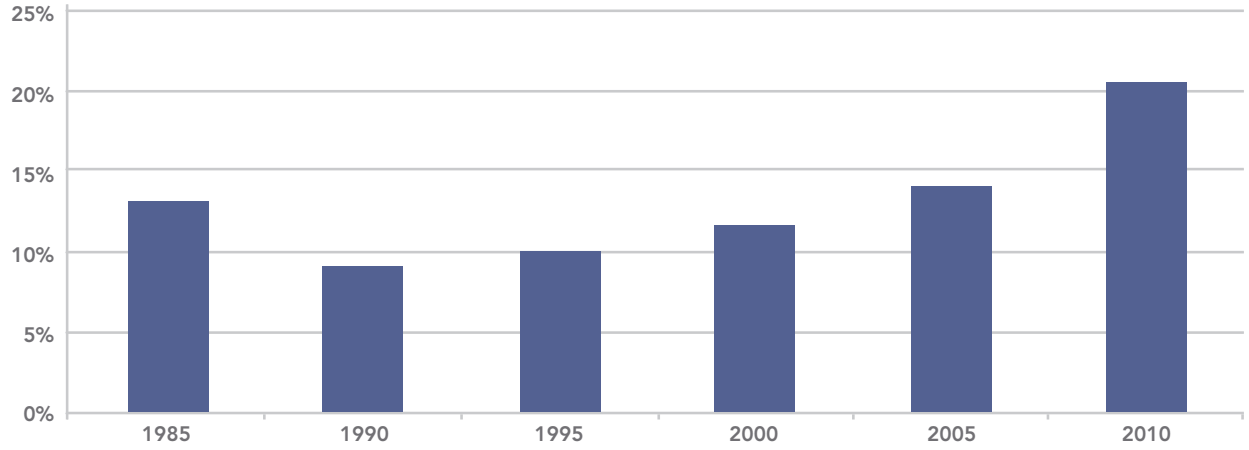


Data Source: Summary of Fuel Economy Performance April 2013, U.S. Department of Transportation
Analysis: Bay Area Council Economic Institute

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The growing use of bonds to fund transportation projects brings risk. Over the past two decades, bonds and general funds at all levels of government have become critical sources of transportation funding, which entails several risks. Bonds create long-term liabilities that can soak up potential revenue sources or strain general funds through interest payments. Relying on general funds makes transportation funding increasingly political and dependent on uncertain budgets, whereas dedicated funding streams smooth out revenues, enabling long-term investment strategies. In addition, general fund budget surpluses do not seem likely in the future, and many public budgets are already burdened by debts and other liabilities.

Bonds as a Percent of Total State and Local Funding for Highways
United States (1985 - 2010)



Data Source: Highway Statistical Series, Tables HF-10
Analysis: Bay Area Council Economic Institute

Political volatility increases funding uncertainty. Over the past several decades, transportation bills have been passed as approximately five-year spending packages, which have guaranteed funding streams for long-term projects and partially insulated transportation from political cycles. However, the last federal transportation act to span a full election cycle, known as SAFETEA-LU, expired in 2009 and was temporarily extended 10 times amid much political wrangling before Congress could agree on a new bill in 2012.[66] The current act, known as MAP-21, has only a two-year lifespan and is set to expire in 2014.

These changes have helped to create a turbulent environment for transportation funding that makes long-range planning difficult, particularly at the local level. Uncertainty over federal funding has shifted risk to local jurisdictions that are ultimately responsible for meeting the mobility needs of residents today and in the future. As infrastructure finance evolves from a national model to one dominated by self-financing regions and localities, the importance of having multiple streams of funding for transportation systems grows. Construction costs continue to outpace inflation[67] and aging infrastructure needs to be updated,[68] leaving local governments looking for new ways to create funding for their necessary transportation improvements. Some experts advocate for long-term reforms that

[66] SAFETEA-LU (Safe Accountable Flexible Efficient Transportation Equity Act – a Legacy for all Users, often referred to as "safety-lew") originally called for almost $200 billion over five years. It was passed in 2005 and was finally succeeded by the current act, MAP-21 (Moving Ahead for Progress in the 21st Century Act) in 2012.
[67] National Highway Construction Cost Index, U.S. Department of Transportation Federal Highway Administration. Accessed at: https://www.fhwa.dot.gov/policyinformation/nhcci/pt1.cfm.
[68] 2013 Report Card for America's Infrastructure, American Society of Civil Engineers. Accessed at: http://www.infrastructurereportcard.org/

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would shift the bulk of transportation funding directly to users,[69] but given the political complexities of this shift, meeting near-term funding shortfalls requires multiple approaches. Municipalities and counties have increasingly turned to sales tax measures as one way to ensure dedicated funding for a suite of infrastructure enhancements,[70] thereby providing greater transparency to the ultimate use of the tax revenue. Alameda County's 2014 TEP and proposed sales tax increase employ a similar strategy to address the county's transportation needs both now and into the future.



Uncertainty over federal funding has shifted the risk to local jurisdictions that are ultimately responsible for meeting the mobility needs of residents today and in the future.

Transportation Funding in Alameda County

It is difficult to precisely measure transportation revenues and expenditures at the local level, given the inconsistencies and complexities of funding reporting. In many cases, one agency's expenditures are another's revenues, and a given dollar might be counted multiple times as it makes its way from pocket to pavement. In addition, many transportation improvements, such as signal upgrades or some maintenance, are handled through the development process, on a project-by-project basis, and do not enter a city budget. Finally, the local financing scene is full of small funds, benefit districts, special measures, bonds, and other funding vehicles. In the words of a local transportation expert, it is an "unholy hodgepodge."

Transportation funding in Alameda County must be assessed within the broader context of transportation funding in California as a whole. Transportation funds for roads and transit in California in fiscal year 2014 are estimated at $27 billion, with almost half coming from local revenue sources.[71] Approximately 24 percent will come from federal government sources, primarily through MAP-21, and another 27 percent from state sources, primarily through the state gas tax. Over the past 13 years, state funding has come to represent a smaller portion of total funding: in 1999–2000, state funds comprised 29 percent of total funding, federal government 23 percent, and local funds 48 percent.[72]

The sales tax is an important piece of the funding puzzle. It is also a large piece in Alameda County. City transportation budgets in Alameda County totaled $655 million in FY 2010–2011.[73] Transit system operating expenditures in Alameda County were budgeted at $668 million, roughly based on Alameda County ridership.[74] In FY 2012-2013 Measure B direct allocations to cities and transit operators were $64.8 million.[75]

[69] See "Paying Our Way: A New Framework for Transportation Finance," National Surface Transportation Infrastructure Financing Commission, 2008; "CA 2025: Transportation," PPIC; "Infrastructure Productivity: How to save $1 trillion in Infrastructure Spending," McKinsey Global Institute, January 2013.
[70] The Atlanta Regional Transportation Referendum and Los Angeles' Measure R are two recent examples of ballot initiatives that would provide dedicated revenue for pre-approved transportation projects.
[71] Legislative Analyst's Office, "Overview of Transportation Funding in California," 2014.
[72] Legislative Analyst's Office, "California Travels: Financing Our Transportation," 2000.
[73] California State Controller's Office, "Local Government Annual Financial Report, FY2010-11," 2012. Note: This excludes "public transportation" spending, which is captured in the transit operator expenditures, and minor spending on ports and airports, which are considered separately.
[74] National Transit Database, "Table 1: Summary of Operating Funds Applied, 2011." This number has been normalized reflecting estimates of Alameda County ridership of LAVTA (100%), Union City Transit (100%), AC Transit (90%), ACE (50%), and BART (32%). These calculations are based on the number of boardings that occur in the county. This is only intended as a rough estimate.
[75] Alameda County Transportation Commission, "Measure B Pass-through Fund Program Compliance Report," May 2013.

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Total Transportation Funding in California

FEDERAL 24%	Reliance on federal sources remains tenuous due to the uncertainty over the Highway Trust Fund and the politically turbulent environment of transportation bills over the past several years.
STATE 27%	At the state level, transportation revenues have nearly doubled over the past 15 years, primarily in the seven years leading up to the recession.[76] Revenue has remained relatively flat since the beginning of the recent recession, with the state's gas tax swap shifting taxation away from the point of sale to production. • Between the early and late 1990s, inflation-adjusted gas tax revenues generally kept pace with vehicle miles traveled, but between 1999 and 2006, these levels diverged, leading to maintenance backlogs as revenues could not keep up with California's growing transportation needs. • In 2006, voters approved Proposition 1B, a $20 billion dollar general obligation bond to fund various transportation needs across the state. Much of that funding has been committed or spent already, so Proposition 1B funds are no longer a readily available funding source. • The State Transportation Improvement Program (STIP) allocates a combination of federal and state revenue to counties for regional road and transit improvements. In FY 2012-2013, Alameda County received $62.5 million of the $4.0 billion allocated statewide for two years worth of investments.
LOCAL 49%	**At the local level, transportation revenues come primarily from transit fares, transportation sales taxes, special transportation tax measures (such as Measure B), property taxes, and bridge tolls.** • The state returns approximately 3 percent of total sales tax revenues to the counties in which they originated, much of which is passed through to cities and agencies. Most of these funds must be used for transit purposes, but they can be allocated to local streets and roads if all transit needs are met. In FY 2012–13, this funding amount was $1.5 billion, barely up from $1.4 billion in FY 2007–2008, and up from $1.1 billion in FY 2002–2003. Alameda County's portion of these funds has not significantly increased over the past 10 years, despite population growth. As the economy climbs out of the recession, sales tax revenues might increase, but this gap has left massive funding shortfalls. • Counties in California can also pass special measures for transportation funding, which generate between $3.5 and $4.5 billion per year. Almost half of that overall amount is generated in Los Angeles County, which has passed three sales tax measures for a combined total rate of 1.5% through 2039. In Alameda County, Measure B receipts are anticipated at $125 million in the current fiscal year. Alameda is one of 20 counties – collectively representing over 80% of Californians – that have transportation sales taxes. These tax revenues have become a large portion of transportation funding in California. • In California, transit fares in 2012 generated an estimated $1.6 billion.[77] The transit systems serving Alameda County generated $437 million, of which $367 million was produced by BART. • Much of the rest of local transportation revenues is composed of general fund transfers, toll revenues, developer impact fees, and various smaller dedicated funds. Developer impact fees are difficult to track and are closely linked to economic cycles. When development slows, funding slows, even though people continue using the transportation system. General funds are not ideal transportation funding sources because they are not dedicated, thereby making long-term projects risky and, accordingly, more expensive.

[76] California Legislative Analyst's Office, "Overview of Transportation Funding in California," 2014.
[77] National Transit Database.

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Forty percent of these funds were allocated for local streets and roads projects, 37 percent for mass transit, 7 percent for bicycle and pedestrian projects, and 16 percent for paratransit.[78]

This does not account for the critical role Measure B funds play on a project-by-project basis. For example, the BART Warm Springs Extension is a 5.4-mile extension of the existing Fremont line into southern Alameda County scheduled to be completed in 2015. The project receives funding from numerous sources, which include state transportation programs, Metropolitan Transportation Commission bridge tolls, and contributions from BART and San Francisco International Airport. The largest source, Alameda County's Measure B, provided funding for just over 25 percent of the $890,000 project. Without these funds serving as an anchor, it is unlikely that the extension would have moved forward, and eventual BART service to Silicon Valley would go unrealized. By leveraging other resources, Measure B funding is critical to the completion of many massive transportation projects in the county.



Measure B projects have leveraged almost $3 billion in external funding sources – almost four times the funding from Measure B to date.

Local taxes play a special role in the overall profile of transportation funding sources in California because they provide dedicated funding, have significant impact, and are approved by residents.

- **Dedicated Funds:** These funds are not subject to political cycles, apportionments, or grant processes, and they provide a level of funding certainty that helps major capital projects get off the ground. While revenues will fluctuate with general economic cycles, dedicated funds cannot be raided or leveraged by other governments. They also serve fundamental maintenance and operations needs.
- **Significant Impact:** According to Caltrans data, these transportation taxes across California provide almost 15 percent of the state's transportation funding. In 2013, Measure B sales tax revenues provided 70 percent of the Alameda County Transportation Commission's budget, and they often comprise the majority or entirety of funding for specific transportation projects. In 2011-2012, cities in Alameda County spent approximately $227 million on streets, highways, and storm drains,[79] and Measure B pass-through funding for these cities was $60.5 million. In short, these funds make a difference.
- **Approved by Residents:** The actual distribution of funds is governed by a Transportation Expenditure Plan, which is developed through stakeholder engagement and voted on as a local tax measure.
- **Local Accountability:** All decisions regarding funding are made by local officials in public meetings. A citizen watchdog committee oversees expenditures to ensure that the funds are being spent in accordance with the plan. It reviews and reports directly to the public on Measure B expenditures, and has found expenditures consistently in line with voter-approved plans since Measure B expenditures began.

[78] Alameda County Transportation Commission, "FY 2012-2013 Program Allocations," August 2013.
[79] California State Controller's Office, "Local Government Annual Financial Report, FY2011-12," 2013.

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Reviewing the Performance of Measure B, 2000

For over 25 years, Alameda County has benefitted from voter-approved transportation sales tax measures. The most recent, Measure B – the half-cent transportation sales tax approved by 81.5 percent of Alameda County voters in 2000 – has been successful in enabling critical transportation projects.

In accordance with the Alameda County 20-year Transportation Expenditure Plan (TEP), a major portion of Measure B funds (approximately 60 percent) is distributed in direct payments to cities and transit agencies. Over the last five fiscal years, these distributions have totaled $288 million for road maintenance, transit service, paratransit services, and bicycle and pedestrian safety. For example, in FY 2012-2013, Measure B program funds were distributed as follows:

- $25.7 million for local streets and roads
- $24.4 million for mass transit operations
- $10.3 million for special transportation solutions for seniors and people with disabilities
- $4.3 million for bicycle and pedestrian safety funds

The remaining 40 percent of Measure B funds has been spent on capital projects and grant programs for infrastructure upgrades, expansions, extensions, and other local projects. As of 2014, the Alameda County Transportation Commission (ACTC) had delivered on 95.6 percent of all Measure B capital project investments.

Successfully completed improvements include the following examples.

Fruitvale Transit Village: A livable community surrounding the Fruitvale BART station, this mixed-use development, including office, retail, and residential space, is the successful and effective result of a broad-based partnership among public, private, and nonprofit organizations working together to revitalize a community using transit-oriented development.[80]

Local street rehabilitation: In addition to direct funding for maintenance, Oakland and Newark both received a combined $6.7 million to improve local streets, and $6.4 million went to streetscape improvement in downtown Oakland.

SR-84 / I-580 interchange: Caltrans and the City of Livermore designed and constructed a new interchange at I-580 designed to improve the connection from I-580 to the Route 84 alignment along Isabel Avenue.



Fruitvale Transit Village in Oakland *Photo Credit: ACTC*

[80] Federal Highway Administration, "Case Studies: Fruitvale Transit Village Project," http://www.fhwa.dot.gov/environment/environmental_justice/case_studies/case6.cfm.

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Downtown Livermore after Measure B Investment

Photo Credit: ACTC

Measure B funded the re-routing of SR-84 from downtown Livermore to Isabel Avenue, which allowed for revitalization in the downtown area, including new restaurants, retail shops, and a theater. This work also supported existing Measure B funded improvements to SR-84 to ease congestion, increase local traffic circulation, and improve pedestrian and cyclist safety in the area.

Other investments will be completed in the next few years:

I-80 Integrated Corridor Mobility (ICM): This project will implement intelligent transportation systems (ITS) upgrades to the 20-mile stretch of I-80 between the Bay Bridge and the Carquinez Bridge. The new technologies will include adaptive ramp metering, incident management, and digital signs to communicate with drivers. The project area includes the most congested stretch of highway in the Bay Area: I-80 north of the Bay Bridge. ACTC has a variety of projects aimed at improving this corridor.

BART Warm Springs Extension: The Warm Springs Extension is a 5.4-mile extension of the BART Fremont line. The line will run in a tunnel under Fremont Central Park and then at grade to a new station in southern Fremont. Given the growth in commuters from Alameda County to Santa Clara County, extending BART south has the potential to relieve congestion on I-880. This extension is also the first step in a planned BART extension into Silicon Valley.

I-580 Express Lanes: Environmental approval has been received to convert the new HOV lanes on I-580 to high occupancy toll/express lanes over a total distance of 22 miles. The conversion to express lanes will give individual drivers the option to pay an electronic toll while using the lane; carpool users will continue use for free. Dynamic pricing will also be utilized, whereby the cost to use the express lane for individual drivers will vary based on real-time traffic levels and deducted automatically from

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BART Oakland Airport Connector *Photo Credit: ACTC*



Construction on BART Warm Springs Extension *Photo Credit: ACTC*

drivers' FasTrak accounts. The conversion will maximize the efficiency of the HOV lanes and will help reduce congestion by giving drivers an alternative way to speed their trip. Existing HOV lanes will begin their conversion to express lanes in late 2014, to be open for use in 2015. This project builds upon a series of investments including HOV lanes, auxiliary lanes, and new interchanges along the I-580 corridor.

BART Oakland Airport Connector: The Oakland Airport Connector project will provide a 2.2-mile automated guideway transit system to connect the BART Coliseum station with the Oakland International Airport. Those trying to reach the airport from BART were previously shuttled using the AirBART bus system. Vehicle and system testing began in January 2014, while construction of the Coliseum Station Transition Building continues through mid-2014. Revenue service will begin in the fall of 2014.

These projects and improvements have come in the face of Measure B shortfalls. The tax has produced less revenue than originally anticipated,[81] largely due to depressed consumer spending during the Great Recession, which has been the case across California. Even with less revenue, ACTC has executed on 95.6 percent of proposed Measure B capital investments. Because of the availability of the local sales tax funds, ACTC has been able to move projects through the development, right-of-way acquisition, engineering, and construction processes.

With Measure B funding enabling the early phases of project delivery, ACTC has leveraged almost $3 billion in external funding sources – almost four times the funding from Measure B itself. This has included major funding from the $20 billion California transportation bond and from other regional, state, and federal funding sources. The matching requirements of many transportation grants make Measure B funds a critical tool for local transportation finance efforts, and without Measure B funds, it is difficult to estimate how much of this essential funding Alameda County would have been able to secure.

[81] ACTC Citizen Watchdog Committee, "9th Annual Report to the Public," July 2011.

ACTC_AR0164

The Alameda County 2014 Transportation Expenditure Plan

The Alameda County Transportation Commission (ACTC) has developed a plan to address the county's immediate and future transportation needs. Following on the success of the last county spending measure approved by the voters 2000, ACTC has developed a new 2014 Transportation Expenditure Plan (TEP), which lays out the spending for a 30-year sales tax measure to advance the County's transportation.

The proposed 2014 TEP has been developed through extensive public and stakeholder engagement. An independent watchdog committee made up of Alameda County residents will oversee the disbursement of funding to ensure compliance with the TEP.



Following on the last county spending measure approved by voters in 2000, ACTC has developed a new 2014 Transportation Expenditure Plan.

The 2014 Transportation Expenditure Plan responds to emerging needs in Alameda County's transportation system, which supports the broader Bay Area economy and that of Northern California. A growing population, increased global freight, changing mobility patterns, and normal wear and tear already demand major investments. These needs are critical at a time when transportation infrastructure faces major funding shortfalls across the US and California. In addition, as noted before, the future of state and federal funding is uncertain in California. The revenue from the Measure B sales tax has filled a funding gap but has also helped Alameda County compete for these diminishing dollars by providing matching funds for competitive grants. The Measure B funds from the 2000 TEP have been successful in leveraging almost four times their amount in other funding.[82]

Sales tax measures are one of the few levers accessible to local jurisdictions to improve the future of their transportation systems. Across the US, federal funding has averaged around 25 percent of total highway costs and 18 percent of transit costs, with state and local sources making up the difference.[83] As explained above, local funding makes up almost 50 percent of transportation funding in California. In Alameda County, local sources have come to represent over 60 percent of the funding available for transportation, largely a result of Measure B.[84]

The 2014 TEP lays out investments of almost $8 billion over 30 years in key areas designed to increase mobility, relieve congestion, and upgrade technology. The 2014 TEP aims for five objectives, reached through engagement with Alameda County community members.

[82] As of FY 2010 –2011, the Citizens Watchdog Committee reports that $756 million has been distributed to projects totaling $3.55 billion.
[83] National Surface Transportation Infrastructure Financing Commission, "Paying our Way: A New Framework for Transportation Finance," 2008, p 35.
[84] Alameda County Transportation Commission, "2014 Alameda County Transportation Expenditure Plan," January 2014, p 9, http://www.alamedactc.org/files/managed/Document/12934/2014_Transportation_Expenditure_Plan.pdf.

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- **Expand and improve transit services,** which produce fewer emissions, are more convenient than cars for many people, and help to relieve auto congestion for those who choose to drive.
- **Keep fares affordable** for seniors, youth, and people with disabilities – as fares do not cover the full cost of operating and maintaining transit services.[85]
- **Provide traffic relief,** through road maintenance, upgrades, and new traffic management technology.
- **Improve air quality** and clean transportation, by supporting pedestrian, bicycle, and transit infrastructure.
- **Create jobs in Alameda County,** through local contracting – in addition to the economic development benefits that come from well-functioning transportation systems.

Below is a snapshot of these investments and the broader role they will play in the future of Alameda County, the Bay Area, and California.

Expand and Improve Transit Services

Almost half of the planned investments are dedicated to transit in Alameda County. Increased transit ridership meets a broad array of policy goals for people riding transit, driving, cycling, and walking.

- Transit systems can increase property values or, in the case of the most recent recessions, make them more resilient in the face of dipping housing demand. A recent report commissioned by the American Public Transportation Association (APTA) and the National Association of Realtors found in a five-region study that residential properties located in proximity to high-frequency transit (rail, light rail, and bus rapid transit) maintained their value as compared to residential properties without transit access. Across the study regions, the transit shed outperformed the region as a whole by 41.6 percent.[86]
- More riders on transit also means fewer vehicles on the road, relieving congestion for those who choose to drive. The Texas A&M Transportation Institute's 2012 Urban Mobility Report calculates that public transportation in the San Francisco-Oakland metropolitan area annually saves almost 37 million hours of delay and $775.9 million in costs.[87]
- Public transit helps to reduce CO2 emissions and saves energy. A 2007 ICF International report estimated that reduced fuel consumption and congestion relief from public transit saved 37 million metric tons of CO2 in the US. To put that in context, California's 2011 emissions – across all sources of emissions – were estimated at approximately 450 million metric tons, and the goal is to lower that figure to 427 million by 2020.[88]

[85] Just as taxes pay for roads to help subsidize driving, public entities support transit services. In 2012, fares on AC Transit covered just 17% of operating and capital costs.
[86] The Center for Neighborhood Technology, "The New Real-Estate Mantra: Location Near Public Transportation," March 2013.
[87] Texas A&M Transportation Institute, "2012 Urban Mobility Report," December 2012. The San Francisco Oakland MSA, also known as the San Francisco-Oakland-Fremont MSA, includes Alameda, Contra Costa, Marin, San Mateo, and San Francisco counties.
[88] ICF International, "The Broader Connection between Public Transportation, Energy Conservation and Greenhouse Gas Reduction," 2008. Note: Studies have suggested that meeting emissions targets will require a multi-pronged approach, and the discussion above is not meant to imply that public transit is a single solution for California. Such analysis is beyond the scope of this discussion.

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- A high-quality transit system can support riders who have limited options and can attract riders for whom transit is one option among many. A survey of older Americans revealed that 83 percent agree that transit provides them more freedom, mobility, and access to everyday needs.[89]

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (AC TRANSIT)

The largest recipient of the proposed 2014 TEP funding is AC Transit, which will receive over $1.8 billion for operations and maintenance. Spending related to AC Transit operations and maintenance programs comprises 18.8 percent of total estimated spending put forward by the 2014 TEP. These funds will be used to expand services and to perform maintenance that will allow AC Transit to improve its vehicle fleet. Additionally, the plan calls for AC Transit to receive $348 million to be put toward meeting its responsibilities under the Americans with Disabilities Act. Lastly, a total of $35 million in sales tax funds will be allocated to projects that enhance the reliability and speed of bus transit services in the East Bay. These projects include bus rapid transit along three proposed corridors – the East 14th/International Boulevard project; the Grand/MacArthur bus rapid transit project; and the Alameda to Fruitvale BART rapid bus.



AC Transit Zero Emission Bus

Photo Credit: Noah Berger, ACTC



Alameda Ferry

Photo Credit: "Bay Bridge & Ferry" by Daniel Ramirez

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

The San Francisco Bay Area Water Emergency Transportation Authority (WETA) is slated to receive almost $40 million over 30 years from the 2014 TEP. The funds from Alameda County's Measure B were instrumental in supporting the Alameda/Oakland transbay ferry service over the past decade. The 2000 TEP called for over $11 million in funding over 20 years for Alameda/Oakland ferry services, which grew rapidly in ridership over the past decade and in 2010 merged with the Harbor Bay and South San Francisco Ferry services into WETA. In FY12–13, the ferry services received approximately $788,000, which constituted almost 20 percent of the cost of operating the ferries and supplemented the fares received. That year, the ferry services received no federal or state funding for operations, even while supporting over a half million trips.

[89] Harris Interactive, "Older American Attitudes Toward Mobility and Transportation," 2005.

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BAY AREA RAPID TRANSIT (BART)

BART system investments outlined in the 2014 TEP total nearly $1 billion spread across expansion, operations, and maintenance. BART projections call for over 700,000 daily riders by the end of the 30-year TEP period (as compared to approximately 400,000 average daily riders today). The 2014 TEP will provide $710 million in funding to four key projects that will better allow BART to accommodate these additional future riders.

- The BART extension to Livermore will be allocated $400 million to expand transit in the I-580 corridor.
- The Bay Fair Connector/BART METRO project ($100 million for the Alameda County portion) will provide tracks to allow trains to travel directly from the Dublin/Pleasanton line toward the Fremont line and into Santa Clara County.
- BART station modernizations will receive $90 million for improvements at all stations within Alameda County.
- The proposed Irvington BART station along the Warm Springs extension will receive $120 million in funding.

Provide Traffic Relief

Traffic congestion in the Bay Area is a constant struggle. The INRIX Traffic Scorecard ranked the San Francisco-Oakland metro area as the 7th most congested metro area in the world, with Los Angeles as the only US metro area ranked higher.[90] The Texas A&M Transportation Institute's 2012 Urban Mobility Report estimates that congestion in the San Francisco-Oakland metro area translates to 61 hours wasted and 25 gallons of fuel wasted per auto commuter – the equivalent of sitting in a car, not moving, from a Monday morning through Wednesday evening. As noted earlier, average commute times in Alameda County have grown, outpacing California and the nation. In 2012, more than 50 percent of Alameda County drivers endured a commute of at least 30 minutes, with over 10 percent suffering a commute of an hour or more. Congestion plays a critical role in lengthening these commutes.

The 2014 TEP addresses congestion in a variety of ways:

- Increased transit utilization will take cars off the road and make driving easier for those who choose or need to drive.
- Thirty percent of the net revenue will support road maintenance, repair, and local seismic safety. Road maintenance is critical to safety and road performance. The American Society of Civil Engineers estimates that 68 percent of California's major roads are in poor or mediocre condition, and that driving on such roads costs California motorists almost $14 billion a year, or $586 per driver.[91]
- Projects identified for funding will mitigate traffic bottlenecks. For example, major investments at the Ashby and Gilman interchanges north of the Bay Bridge will relieve two critical bottlenecks.

[90] http://scorecard.inrix.com/scorecard/, accessed February 8, 2014.
[91] American Society of Civil Engineers, "2012 Report Card for California's Infrastructure."

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This is the most congested stretch of freeway in the Bay Area. Improvements at these areas will also enable safer and easier access to recreational activities west of I-80, including the Bay Trail. The plan also calls for investments in more efficient interchange infrastructure along I-880, I-580, and State Route 84.

- HOV/express lanes on I-680 will help manage congestion and encourage carpooling.
- Certain interchange improvements will support more efficient goods movement.

HIGH-OCCUPANCY VEHICLE/HIGH-OCCUPANCY TOLL LANES

HOV/HOT lanes are emerging as a preferred strategy for mitigating congestion, expanding transportation choices, and improving efficiency of existing highways, especially when expansion is not feasible or cost effective. Most transportation policy experts have advocated for road charges – effectively pricing congestion – to reflect the various social, economic, and environmental problems that driving causes. While many congestion pricing schemes were initially unpopular with the public, experiments around the world have proven both successful and acceptable to drivers. The 2014 TEP makes modest investments – approximately $80 million over 30 years – to create such lanes. This aligns with transportation policy trends and recommendations from various experts, including RAND, the Public Policy Institute of California, and the National Surface Infrastructure Financing Commission.



Proposed I-580 HOV/HOT Lanes

Source: Alameda County Transportation Commission

Freight and Economic Development

Freight plays a critical role in Alameda County's economy and the economy of Northern California. Over $40 billion worth of imports and exports flowed through the Port of Oakland in 2012, and these goods rely on a surface transportation network to get to and from the Port.

The 2014 TEP includes several critical investments that will support transportation and freight movement:

- Road maintenance will improve truck performance.
- A freight and economic development program will set aside discretionary funds to support critical freight projects that enhance safety, reduce environmental impacts, and relieve freight-related congestion. For example, the proposed Seventh Street grade separation will relieve major delays caused by trains conflicting with arterial roadways in Oakland, allowing more efficient truck flows.

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Artist Rendering of East Bay Greenway

Source: Alameda County Transportation Commission

Bicycle and Pedestrian Paths

Cycling has taken off across the US as a means of transportation, exercise, and recreation. In Alameda County, counts of cyclists increased by 75 percent between 2002 and 2011 along monitored locations. The Bay Area's annual Bike to Work Day has seen increasing participation, and in 2012, over 17,000 cyclists were tallied at energizer stations, up from just over 10,000 in 2009. In addition, the number of female cyclists has been steadily rising in Alameda County over the last five years. Research suggests that women are less likely than men to cycle when facilities are not sufficiently safe. Cycling, safety, and infrastructure are intertwined, and the TEP sets aside funds for bicycle planning, facility expansion and maintenance, and education programs about cycling safety and rules of the road.

Many cities in Alameda County have bicycle plans, developed with community input and support, that can guide local investments. The 2014 TEP also devotes funds for the completion of three key trails: the East Bay Greenway from Oakland to Fremont and the Bay Trail and Iron Horse Trail in Alameda County.

Critical Timing

The investments envisioned in the 2014 TEP come at a critical time. The recession and uncertain state and federal support have contributed to cuts in regional transit services, which are subject to a vicious cycle of scaling back operations – as a transit system becomes less reliable as a means of mobility (fewer routes, less frequency), people stop using it, further eroding financial and public support. The TEP can mitigate against that. The Bay Area remains a desirable location for people and companies around the world, and as populations grow, transportation needs intensify. In 2012, an estimated 309,000 people commuted out of Alameda County, 318,000 commuted in, and 286,000 commuted to jobs from within Alameda County. As the economy grows, the transportation network needs to efficiently connect workers and jobs throughout the region. Finally, the estimated $8 billion in transportation spending will stimulate further economic activity in and around the Bay Area, as described in the following section.

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Transportation Spending: Estimating the Return on Investment

The expenditures laid out in the 2014 Alameda County Transportation Expenditure Plan (TEP) will translate into multiple economic impacts. This spending will stimulate the local economy through local contracting and support on-going operations and maintenance jobs. Further, this funding will allow Alameda County to leverage additional funds for greater investment from other sources and therefore create greater impact. The direct spending will have ripple effects across the economy as dollars change hands and translate into new jobs and new business revenues, totaling $20 billion in estimated economic activity.

Investments planned in the 2014 TEP are estimated to generate $20 billion in economic activity and nearly 150,000 jobs over the 30-year period.



There are multiple aspects to explaining economic impacts. Expenditures associated with a particular activity have the potential to generate significant increases in economic output, local employment, and government tax revenues. There are three different types of impacts that contribute to estimating the full economic impact of an activity. To highlight these impacts, the case of spending to extend a rail transit system provides a useful example. First, there is a direct effect: the number of jobs and dollars in tax revenue that are directly linked to the original expenditure. Second, there is an indirect effect: when a contractor is hired to build new tracks, this stimulates activity directly related to this contractor, but also indirectly stimulates activity at the concrete and steel companies that supply the materials. Finally, there is an induced effect that results from the employees at the construction and steel companies spending their increased take-home pay.

Economic Impact of Spending

The analysis presented below provides an estimate for the broader regional economic impacts of Alameda County's planned spending on transportation. **The total projected impact exceeds $20 billion.**

Broader Economic Impacts
of the Alameda County 2014 Transportation Expenditure Plan

Impact Type	Employment	Labor Income	Total Value Added	Output
Direct Effect	92,380	$8,031,986,888	$275,488,644	$7,788,469,876
Indirect Effect	22,353	$2,002,494,205	$3,464,538,008	$6,675,117,179
Induced Effect	35,175	$2,263,023,798	$3,853,599,195	$5,761,183,609
Total Effect	149,908	$12,297,504,891	$7,593,625,847	$20,224,770,664

Data Source: These figures were calculated using the 2012 IMPLAN database
Analysis: Bay Area Council Economic Institute

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Employment: Expenditures included in the 2014 TEP are projected to produce nearly 150,000 jobs (in equivalent one-year, full-time positions) in the 30-year period, over 60 percent of which are directly related to spending on capital investments, operations, and maintenance. The sectors projected to produce the greatest number of jobs include state and local government passenger transit administration, construction, and maintenance and repair.

Labor Income: These additional jobs will directly produce a corresponding $8 billion in wages. Additionally, income will increase by over $2 billion in related industries, most notably in the wholesale trade and architecture, design, and engineering businesses. The impact of these increased wages stimulating broader economic spending is projected to produce an additional $2 billion, for a total labor income increase of $12.3 billion.

Total Value Added: Value added consists of compensation of employees, taxes on production and imports less subsidies, and gross operating surplus. For example, an industry buys goods and services and remanufactures those goods and services to create a product of greater value than the sum of the goods that goes into it. That increase in value is the value added as a result of the production process. This value added is then used to pay labor and taxes with some remainder for profit.

Breakdowns of project impacts by industry are detailed below.

Economic Impact by Industry
of the Alameda County 2014 Transportation Expenditure Plan

	Direct	Indirect	Induced	Total
Agriculture, Forestry, Fishing, & Hunting	$ -	$ 7,296,834	$ 15,177,010	$ 22,473,844
Mining	$ -	$ 91,574,017	$ 6,021,745	$ 97,595,762
Utilities	$ -	$ 86,296,030	$ 72,427,396	$ 158,723,426
Construction	$4,982,679,780	$ 75,136,489	$ 42,132,327	$5,099,948,597
Manufacturing	$ 15,480,000	$3,071,170,591	$ 486,565,992	$3,573,216,583
Wholesale Trade	$ -	$ 413,473,205	$ 248,991,453	$ 662,464,657
Retail Trade	$ -	$ 98,869,787	$ 572,469,622	$ 671,339,408
Transportation & Warehousing	$ -	$ 243,092,525	$ 128,639,450	$ 371,731,975
Information	$ -	$ 237,904,850	$ 293,504,347	$ 531,409,197
Finance & Insurance	$ -	$ 513,336,799	$ 695,770,631	$1,209,107,430
Real Estate, Rental, & Leasing	$ -	$ 169,011,550	$1,018,399,677	$1,187,411,227
Professional, Scientific, & Technical Services	$ 15,480,000	$1,113,023,978	$ 249,851,713	$1,378,355,691
Management	$ -	$ 49,484,104	$ 44,525,802	$ 94,009,906
Administration	$ -	$ 227,810,784	$ 128,129,510	$ 355,940,295
Educational Services	$ -	$ 3,233,194	$ 147,685,453	$ 150,918,648
Health Care & Social Assistance	$ -	$ 35,547	$ 868,503,840	$ 868,539,387
Arts, Entertainment, & Recreation	$ -	$ 23,090,472	$ 109,946,853	$ 133,037,326
Hospitality	$ -	$ 51,121,888	$ 311,017,803	$ 362,139,690
Other Services (Except Public Admin)	$ -	$ 140,683,626	$ 252,164,272	$ 392,847,898
Public: Primarily Transit Related	$2,774,830,096*	$ 59,470,910	$ 69,258,712	$2,903,559,718
Total	$7,788,469,876	$6,675,117,179	$5,761,183,609	$20,224,770,664

* Direct TEP spending reported in the broad category of Public Administration consists of direct spending on passenger transit operations, maintenance, transit administration, and paratransit services.
Data Source: These figures were calculated using the 2012 IMPLAN database
Analysis: Bay Area Council Economic Institute

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Employment Impact by Industry
of the Alameda County 2014 Transportation Expenditure Plan

	Direct	Indirect	Induced	Total
Agriculture, Forestry, Fishing, & Hunting	-	39	93	132
Mining	-	175	11	186
Utilities	-	90	96	186
Construction	27,083	432	238	27,753
Manufacturing	37	1,271	579	1,887
Wholesale Trade	-	1,669	1,005	2,674
Retail Trade	-	1,089	6,197	7,286
Transportation & Warehousing	-	2,165	823	2,988
Information	-	469	617	1,086
Finance & Insurance	-	1,563	2,582	4,145
Real Estate, Rental, & Leasing	-	692	1,719	2,411
Professional, Scientific, & Technical Services	139	6,984	1,387	8,510
Management	-	188	169	357
Administration	-	2,553	1,421	3,974
Educational Services	-	35	1,701	1,736
Health Care & Social Assistance	-	0	6,963	6,963
Arts, Entertainment, & Recreation	-	230	1,383	1,613
Hospitality	-	721	4,436	5,157
Other Services (Except Public Admin)	-	1,289	3,311	4,600
Public: Primarily Transit Related	65,121*	699	444	66,264
Total	92,380	22,353	35,175	149,908

* Direct TEP spending reported in the broad category of Public Administration consists of direct spending on passenger transit operations, maintenance, transit administration, and paratransit services.
Data Source: These figures were calculated using the 2012 IMPLAN database
Analysis: Bay Area Council Economic Institute

The employment and output impacts of TEP spending were aggregated into sector designations using standard industry categories. While more specific breakdowns are difficult to model, the projected economic impacts and jobs can be described in more detail.

- While the total impact on the Public Administration sector includes a broad spectrum of government jobs, the direct impact in this sector was focused solely on jobs related to local government passenger transit. Jobs in this sector include vehicle operators, maintenance technicians, transit administrators, and paratransit services.
- Direct impacts from Construction projects were split between the non-residential construction sector and maintenance, improvement, and repair construction.
- Direct impacts in Professional, Scientific & Technical Services are from the technical consultant services associated with the technology-spending portion of the TEP. This is also true of the direct impacts in Manufacturing, which assumes the purchase of new road monitoring and navigation equipment as a portion of spending on new technology. The significant indirect impacts in these categories are likely related to engineering, architecture, and environmental services.

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Implications for Tax Revenue

Increased spending in the region brings in additional government revenues with taxes on purchases, payrolls, and incomes. These revenues come from the sources detailed below.

Impact on Tax Revenues
of the Alameda County 2014 Transportation Expenditure Plan

Tax Source	State & Local Impact	Federal Tax Impact	Total Tax Revenue
Employee Compensation	$ 26,332,704	$1,062,148,272	$1,088,480,976
Proprietor Income	$ -	$ 34,338,636	$ 34,338,636
Tax on Production & Imports	$363,942,569	$ 39,814,263	$ 403,756,832
Households	$372,224,197	$ 874,796,183	$1,247,020,380
Corporations	$(79,936,403)	$ (336,096,053)	$ (416,032,456)
Total Tax Source	$682,563,067	$1,675,001,301	$2,357,564,368

Data Source: These figures were calculated using the 2012 IMPLAN database
Analysis: Bay Area Council Economic Institute

Employee Compensation: With $12 billion in labor income increases projected, nearly $1.1 billion will return to government agencies coffers in the form of payroll taxes. Local and state payroll tax receipts are likely to be revolved back into local communities in the form of spending on education, infrastructure, safety, and healthcare.

Households: A significant portion of both the state/local and federal revenues impact stems from income taxes. Seventy percent of the $1.2 billion impact falls into the category of federal taxes, with the remaining 30 percent in the category of state and local taxes.

Tax on Production and Imports: In addition to household taxes, state and local governments produce much of their revenues from production taxes. The approximately $364 million in state and local production tax revenues comes from the following sources: sales taxes, real estate taxes (commercial and residential property), motor vehicle taxes, severance resource taxes, business license and stamp taxes, fines, park fees and donated funds and permits, and excise and gross receipts taxes.

Corporations: The projected decrease in corporate tax receipts offsets the increase in production tax – representing a shift in taxation from corporate profits to corporate spending. Expenditures by businesses related to infrastructure projects are taxed initially at the local level. These increased expenses will lower federal taxable incomes and can generate future tax deductions, thus explaining these reductions in corporate taxes. For example, when a firm buys a new construction vehicle, that purchase is initially taxed at the state level. The firm will account for that expense not immediately but over a period of time through depreciation, which will decrease federal taxable income in the future.

In sum, investing in the transportation systems needed today will not only prepare the Bay Area economy for success in the future, but will also translate into broad economic stimulus in the near term. The ripple effects of this investment begin with the ability to leverage additional funding sources for local projects. Local businesses will experience new demand, suppliers of goods and services will have an increase in activity, new workers will be hired, and their earnings will be spent throughout different corners of the economy.

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Appendix B: Methodology

Section 2. Alameda County: A Critical Hub for the Movement of Goods and People in the Bay Area

Bay Area Commute Patterns by County, 2011: Data covering employment status, place of residency, and commute destination was provided by the US Census Bureau's Longitudinal Employer-Household Dynamics database. In defining the universe of workers, only the primary jobs were considered. The line with the county label "Bay Area" is a summation of all the nine preceding counties in the Bay Area and is not representative of commute movement into and out of the Bay Area as a single entity.

Cross County Labor Flows, 2011: Data covering employment status, place of residency, and commute destination was provided by the US Census Bureau's Longitudinal Employer-Household Dynamics database. In defining the universe of workers, only the primary jobs were considered. Net Inflow is the number of workers living outside the county minus the number of residents working outside the county. The line with the county label "Bay Area" is a summation of all the nine preceding counties in the Bay Area and is not representative of commute movement into and out of the Bay Area as a single entity.

Workplace County of Alameda County Residents: Data covering employment status, place of residency, and commute destination was provided by the US Census Bureau's Longitudinal Employer-Household Dynamics database. In defining the universe of workers, only the primary jobs were considered. Counties are ranked by their 2011 commute destination value.

Residence County of Workers in Alameda County: Data covering employment status, place of residency, and commute destination was provided by the US Census Bureau's Longitudinal Employer-Household Dynamics database. In defining the universe of workers, only the primary jobs were considered. Counties are ranked by their 2011 commute destination value.

Commute Flows Through Alameda County: Data covering employment status, place of residency, and commute destination was provided by the US Census Bureau's Longitudinal Employer-Household Dynamics database. In defining the universe of workers, only the primary jobs were considered. Commuter values are the sum of all workers traveling from the indicated county to or from San Francisco County, San Mateo County, or Santa Clara County. Counties are ranked by their 2011 commute destination value.

Employment Trends in Bay Area Metropolitan Areas: Historic data is reported by the California Employment Development Department's Current Employment Statistics (CES). Data is reported by metropolitan statistical area and by metropolitan division.

Means of Commute: Data covering employment status, number of passengers, and means of commute was provided by the US Census Bureau's American Community Survey 1-Year Estimates. The term, "carpool", refers to vehicles with more than one passenger. "Other means" includes motorcycles, taxis, bicycles, and the census category "other means." The term "Bay Area" refers to the nine counties of Marin, Sonoma, Napa, Solano, Contra Costa, Alameda, Santa Clara, San Mateo, and San Francisco.

Commute Times: Data covering employment status, location, and minutes to work was provided by the US Census Bureau's American Community Survey 1-Year Estimates. Data excludes all records reported as "unemployed" and all those with no employment response. The term "Bay Area" refers to the nine counties of Marin, Sonoma, Napa, Solano, Contra Costa, Alameda, Santa Clara, San Mateo, and San Francisco.

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Public Transit Commute Times: Data covering employment status, location, minutes to work, and means of commute was provided by the US Census Bureau's American Community Survey 1-Year Estimates. Only records reported as taking a bus, trolley bus, streetcar, trolley car, subway, elevated rail, railroad, or ferryboat to work were included. Data excludes all records reported as "unemployed" and all those with no employment response. The term "Bay Area" refers to the nine counties of Marin, Sonoma, Napa, Solano, Contra Costa, Alameda, Santa Clara, San Mateo, and San Francisco.

Passenger Vehicle Commute Times: Data covering employment status, location, minutes to work, and means of commute are from the US Census Bureau's American Community Survey 1-Year Estimates. Only records reported as taking a car, van, or truck to work were included. Data excludes all records reported as "unemployed" and all those with no employment response. The term "Bay Area" refers to the nine counties of Marin, Sonoma, Napa, Solano, Contra Costa, Alameda, Santa Clara, San Mateo, and San Francisco.

Average Daily Vehicle Hours on Freeways in Alameda County: Data covering time of day, vehicle miles traveled, vehicle hours traveled, vehicle hours delayed, and highway/freeway boundaries was provided by the Caltrans Mobility Performance Report using the performance monitoring system. The term "vehicle hours delayed" is defined as the number of additional hours vehicles spent on freeways while traveling less than 60 miles per hour. The term "vehicle hours traveled without delay" is defined as the total vehicle hours traveled minus vehicle hours delayed.

Peak Commute Hour Travel Speeds in Miles Per Hour: Data covering time of day, vehicle miles traveled, vehicle hours traveled, and highway/freeway boundaries was provided by the Caltrans Mobility Performance Report using the performance monitoring system. The term "Bay Area" refers to the nine counties of Marin, Sonoma, Napa, Solano, Contra Costa, Alameda, Santa Clara, San Mateo, and San Francisco. "Average annual vehicle speeds for the Bay Area" is a function of total vehicle miles traveled divided by vehicle hours traveled. Peak hours are roughly equivalent to high occupancy vehicle lane operation hours.

Annual BART Ridership and Service Levels: Data covering service effectiveness, number of passengers, and vehicle-revenue hours for the Bay Area Rapid Transit system was provided by the MTC Transit Performance Reports. This chart presents system-wide data.

Annual AC Transit Ridership: Data covering service effectiveness, number of passengers, and vehicle-revenue hours for the Alameda-Contra Costa Transit system was provided by the MTC Transit Performance Reports. This chart presents system-wide data.

Bay Area Port Cargo: Outbound and Inbound cargo tonnage records were provided by US Trade Online database and the Pacific Maritime Association. Bay Area ports include the Ports of San Francisco, Richmond, Redwood City, Oakland, Crockett, Alameda, and Benicia. Cargo data includes containerized cargo, autos, bulk cargo, lumber and logs, and general cargo. Values do not include oil imports or exports.

Bay Area Air Freight: Historic records of tons of trade goods moving through Bay Area airports was provided by the Metropolitan Transit Commission's 2012 Regional Airport Aviation Tracking Report. "Bay Area Air Freight" is defined as all cargo passing through San Francisco International Airport, San Jose International Airport, and Oakland International Airport.

2011 Bay Area Exports: Data covering commodity category, mode of travel, and commodity value was determined using the Freight Analysis Framework. Records include all goods leaving the San Francisco Combined Statistical Area (CSA), regardless of point of origin. Dollar values have been adjusted to 2010.

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Section 3. The Sources of Transportation Funding in Alameda County

US Transportation Funding (2010): Data was obtained from the Highway Statistical Series (Table HF-10) and the National Transit Database (Tables 1 and 7). The Highway Statistics Series is a set of annual reports containing analyzed statistical information on a variety of US highway transportation subjects, including highway finance. Most data is submitted by the states to the Federal Highway Administration and compiled by the Office of Highway Policy Information, and some data is imputed. Funding sources do not count intergovernmental payments, which are captured in expenditures as flows from one government level to another. The National Transit Database (NTD) is a set of statistics on the transit systems of the United States, covering performance, finance, and other system issues. Recipients of federal funding are required to submit data to the NTD. This analysis uses codes given in the Highway Statistical Series, and when categories do not match between the two datasets, values are put into "other taxes and fees." Values are in constant 2010 dollars, adjusted by the CPI from the Bureau of Labor Statistics.

California Transportation Funding: Data for fiscal year 2013-2014 was obtained from the California Department of Transportation, specifically the report titled, "Transportation Funding in California, 2014." Data for fiscal year 1999-2000 was obtained from the California Legislative Analyst's Office, specifically the report titled, "California Travels – Financing Our Transportation, 2007." Inflation adjustments were made using Consumer Price Index information between 1999 and 2013.

Value of the US Gas Tax: Data was obtained from the Tax Foundation and cross-checked across multiple sources. Values were adjusted to constant 2010 dollars.

Federal Transportation Funding: Revenues, Expenditures, and Highway Trust Fund Balance, 2000–2012: Data was obtained from the Highway Statistical Series, Tables FE-210 and HF-10. Data includes both the Highway Account and the Mass Transit Account within the Highway Trust Fund. Values shown for "Expenditures" and "Revenues" do not include general fund transfers, some of which were spent on transportation and some of which went into the balance of the Highway Trust Fund. Values given are in constant 2010 dollars.

Average Fuel Economy of US Passenger Cars: Data was obtained from the National Transportation Statistics, Table 4-23, of the Bureau of Transportation Statistics, and the Highway Statistics Series Summary to 1995, table VM-201a. "Passenger cars" include motorcycles and exclude buses, vans, pickup trucks, and sport/utility vehicles.

Bonds as a Percent of Total State and Local Funding for Highways: Data was obtained from the Highway Statistical Series, Table HF-10. Bond proceeds are often spent erratically, depending on when they are passed and how they are spent; this data was checked against adjacent years to ensure that the graph does not simply show outlier years. Values are given as a percentage of total spending, as reported in Table HF-10. Values given are in constant 2010 dollars.

Total Transportation Funding in California: Data was obtained from the California Legislative Analyst's Office (LAO), specifically the LAO memo, "Overview of Transportation Funding," from March 13, 2014 and in conversations with LAO staff. The California Legislative Analyst's Office only includes revenue funding available for distribution to local and state agencies for transportation purposes and excludes bonds and funding for the Department of Motor Vehicles and the California Highway Patrol. Values given are in constant 2013 dollars and constant 2010 dollars.

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Section 5. Transportation Spending: Estimating the Return on Investment

The Alameda County 2014 Transportation Expenditure Plan (TEP) served as the source of the inputs for the economic impact analysis. Spending for projects outlined in the TEP was broken down into industry categories defined by the IMPLAN model, an industry standard for estimating economic impact, and treated as additional revenues for each sector. Funding was assigned to the following categories:

- Construction projects were divided into two groups: Construction of New Non-Residential Structures and Maintenance/Repair Construction of Non-Residential Structures.
- Operational expenditures for the individual agencies were categorized as State and Local Governmental Passenger Transit.
- Technology spending was split between Scientific and Technical Services, Sensor and Navigation Instruments, Construction of New Non-Residential Structures, and State and Local Governmental Passenger Transit.

Capital purchases of buses and other transit equipment are budgeted through fleet replacement funds which are not included in the TEP project spending.

See Appendix C for the methodology on the IMPLAN modeling system.



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Appendix C: IMPLAN Input-Output Methodology

The IMPLAN modeling system combines the US Bureau of Economic Analysis' Input-Output Benchmarks with other data to construct quantitative models of trade flow relationships between businesses, and between businesses and final consumers. From this data, we can examine the effects of a change in one or several economic activities to predict its effect on a specific state, regional, or local economy (impact analysis). The IMPLAN input-output accounts capture all monetary market transactions for consumption in a given time period. The IMPLAN input-output accounts are based on industry survey data collected periodically by the US Bureau of Economic Analysis and follow a balanced account format recommended by the United Nations.

IMPLAN's Regional Economic Accounts and the Social Accounting Matrices are used to construct region-level multipliers that describe the response of the relevant regional economy to a change in demand or production as a result of the activities and expenditures related to Alameda County Transportation Commission (ACTC) projects. Each industry that produces goods or services generates demand for other goods and services and this demand is multiplied through a particular economy until it dissipates through "leakage" to economies outside the specified area. IMPLAN models discern and calculate leakage from local, regional, and state economic areas based on workforce configuration, the inputs required by specific types of businesses, and the availability of both inputs in the economic area. Consequently, economic impacts that accrue to other regions or states as a consequence of a change in demand are not counted as impacts within the economic area.

The model accounts for substitution and displacement effects by deflating industry-specific multipliers to levels well below those recommended by the US Bureau of Economic Analysis. In addition, multipliers are applied only to personal disposable income to obtain a more realistic estimate of the multiplier effects from increased demand. Importantly, IMPLAN's Regional Economic Accounts exclude imports to an economic area so the calculation of economic impacts identifies only those impacts specific to the economic impact area. IMPLAN calculates this distinction by applying the area's economic characteristics described in terms of actual trade flows within the area.

Impact studies operate under the basic assumption that any increase in spending then has three effects. First, there is a direct effect on that industry itself. Second, there is a chain of indirect effects on all the industries whose outputs are used by the industry under observation. Third, there are induced effects that arise when employment increases and household spending patterns are expanded.

It is clear that there are several aspects to the overall economic impact. First, there is an effect on value added—the take-home pay of all the people affected will be supplemented by that amount. The secondary and tertiary effects of the industry on the rest of the local economy are not very large. Second is the employment effect, with some jobs created in the industry itself, and the others spread throughout the California economy. Third is the output, where the difference between value-added and output is that the former concentrates on people's pay-checks, whereas the latter includes the costs of intermediate inputs. National income accounting avoids double counting by excluding the costs of intermediate inputs.

It is also important to note that different types of capital investment can lead to different multipliers. The reason for this is that a sector can have a large multiplier if it induces economic activity in industries whose employees have a high propensity to spend from take-home pay. Also, if the sector does not import many

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materials from abroad or from out of state, then its multiplier effect on the local economy will be high. In essence, some of the spending in the local economy may "leak out" into other states and countries. If raw materials are imported, then a shock to a local sector will result in decreased economic activity abroad. The same is true if a California business buys inputs from firms in different states.

In sum, our analysis using input-output accounts is based on three important assumptions. First, there are constant returns to scale. This means that a 10 percent cut in spending will be ten times as severe—across every sector in the economy—as a 1 percent cut. Second, there are no supply constraints. This means that any marginal increase in output can be produced without having to worry about bottlenecks in labor markets, commodity markets, or necessary imports. This assumption is quite realistic in a free-market economy like California's, where there is some unemployment. It is even more reasonable in times of high unemployment, such as the present economic environment, because there are many under- and un-utilized resources that can be activated without detracting from other industries. Third, the flow of commodities between industries is fixed.

Explaining Economic Impacts: The Clam Chowder Example

There are multiple aspects to explaining economic impacts. Expenditures associated with a particular activity as discussed in this report, have the potential to generate significant increases in economic output, local employment, and government tax revenues. These effects are measured as having three separate impacts. First, there is a direct effect: how many jobs and how much in tax revenues are directly linked to these expenditures. Second, there is an indirect effect: when a restaurant sells 100 orders of clam chowder in a bread bowl, this stimulates activity directly at the restaurant, but indirectly at the bakeries that provide the bread bowls. Finally, there is an induced effect that results from the employees at the restaurant spending their increased salaries.



ACTC_AR0182





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Measure BB
on the November 2014 Ballot

Consider the Future of BART



- Improve and expand BART throughout Alameda County
- Modernize and improve access to all BART stations

ALAMEDA
County Transportation Commission

learn more →

In November 2014, Measure BB will be on the ballot to:

- Expand BART throughout Alameda County
- Increase BART capacity and accessibility
- Upgrade technology to keep the system moving
- Keep transportation affordable for students, seniors and people with disabilities
- Improve access to jobs and schools

This detailed plan includes **taxpayer safeguards:**



- ✓ Independent Audits
- ✓ Compliance Reports
- ✓ Independent Watchdog Committee Review and Annual Reports to the Public
- ✓ All funds spent locally to benefit Alameda County

The Choice Is Yours

Learn more at
www.AlamedaCTC.org



EMC RESEARCH MARKET & OPINION RESEARCH SERVICES

Report on 2014 Alameda Voter Research

Conducted for Alameda County Transportation Commission

June 26, 2014

2014 Opinion Research

Telephone survey of likely voters in Alameda County

Objective	Details
• Test support for the ballot measure among a representative sample of likely November 2014 voters	• Interviewing conducted April 3-14, 2014
• Test the impact that information has on support for the measure	• 803 total interviews countywide; Margin of error: ± 3.5 percentage points
	• Data is representative of the likely November 2014 voter population

Web-panel survey of voters in Alameda County

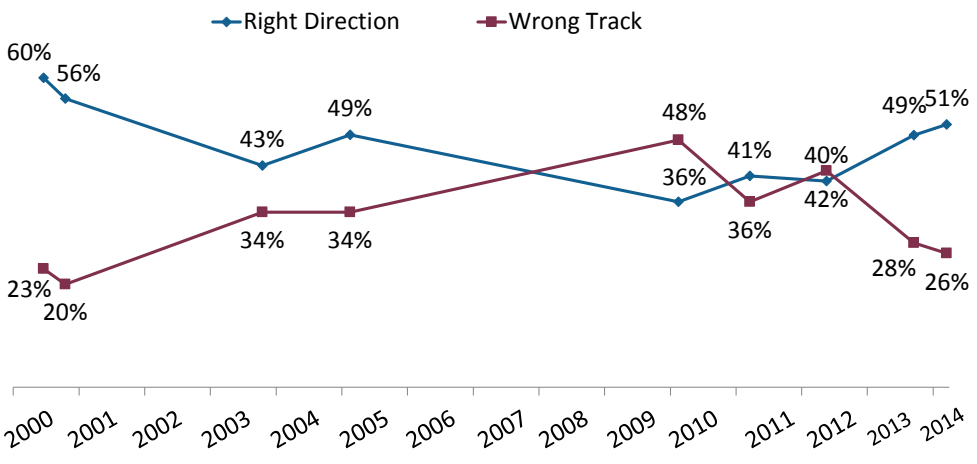
Objective	Details
• Test the order of ballot question wording and element order	• Interviewing conducted June 2-8, 2014
• Allow voters to read the ballot language to better simulate how they would react to it when voting	• 400 total interviews; Margin of error: ±4.9 percentage points
	• Data reflects demographics of a likely November 2014 voter population; vote history and voter registration status of web panelists was unavailable

2014 Opinion Research Key Findings

- The revenue measure environment in Alameda County has improved since 2012.
- A measure to augment and extend the existing county transportation sales tax is supported by more than two-thirds of Alameda County voters.
- Elements of the Transportation Expenditure Plan are well supported by the voters.
- Measure support holds up under strong opposition messaging and under the conditions of a low turnout election.
- The ballot question under consideration communicated the components of the measure clearly.

Right Direction/Wrong Track Over Time

Overall optimism has improved significantly since 2012.



Q3:Do you think things in Alameda County are generally going in the right direction, or do you feel that things are pretty seriously off on the wrong track?

Initial Vote

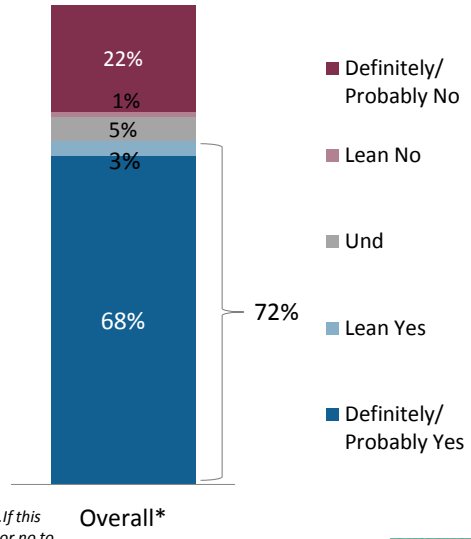
A measure to augment and extend Alameda County's transportation sales tax is supported by 72% of Alameda County voters.

Ballot Question (Sample A)

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

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

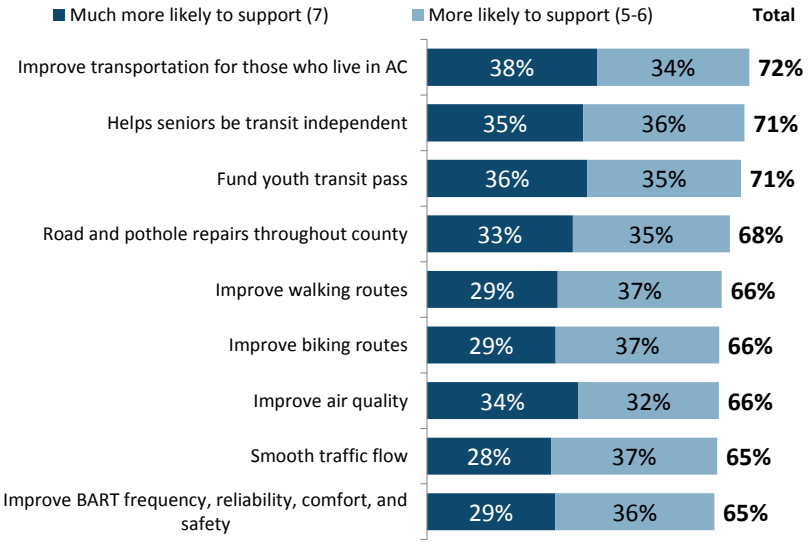
Approval augments and extends the existing County sales tax, with independent oversight and audits. All money will benefit local residents.



The following measure may be on the ballot this year in Alameda County…If this measure were on the ballot today, are you likely to vote yes to approve it, or no to reject it? (Q6, Sample A)
**Shows the combined results from Samples A (Question-led) and B (Elements-led) in April telephone poll.*

Measure Information

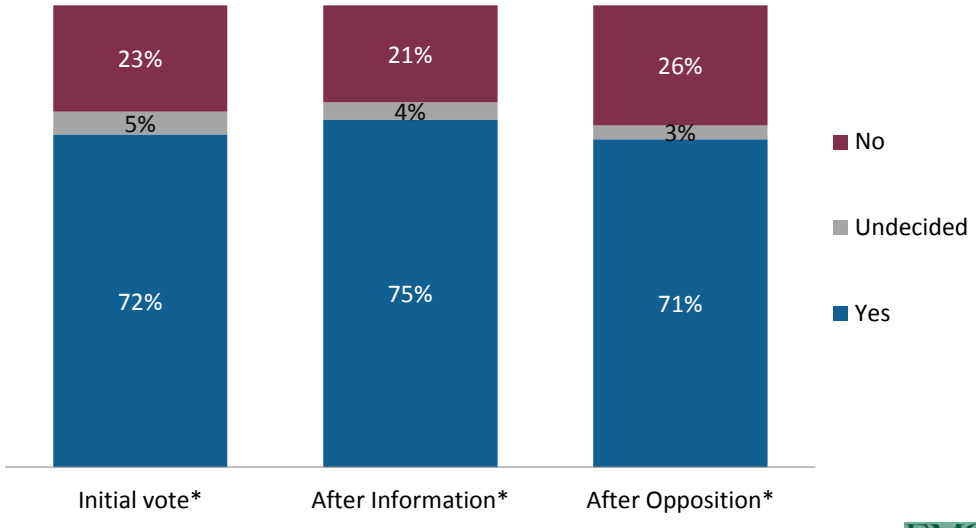
Elements of the expenditure plan are well supported.



I'm going to read you some things people might say about the transportation sales tax ballot measure. After each statement, please tell me if it would make you less likely or more likely to support this measure…(Q38-54). (April 2014)

Vote Progression

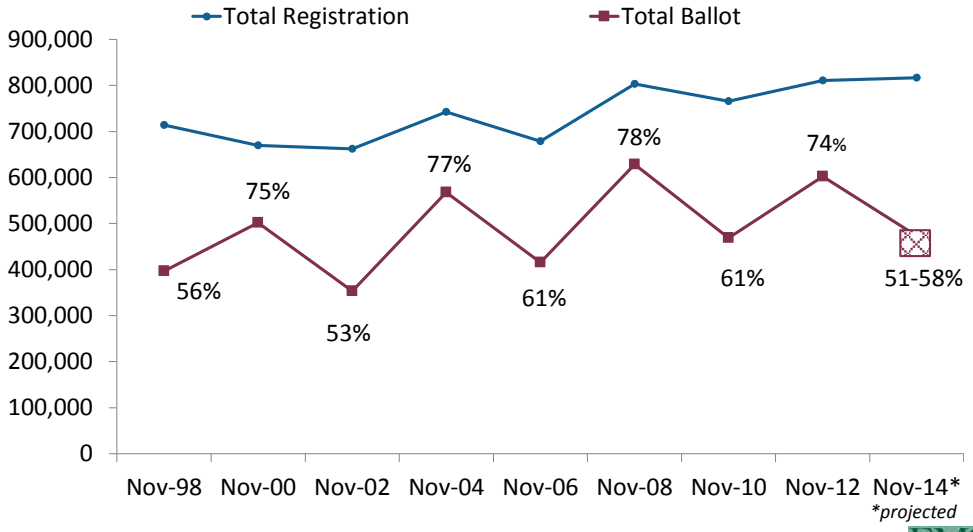
The vote does drop after the opposition messaging, but it stays above the two-thirds mark.



* Combined votes from Samples A & B.

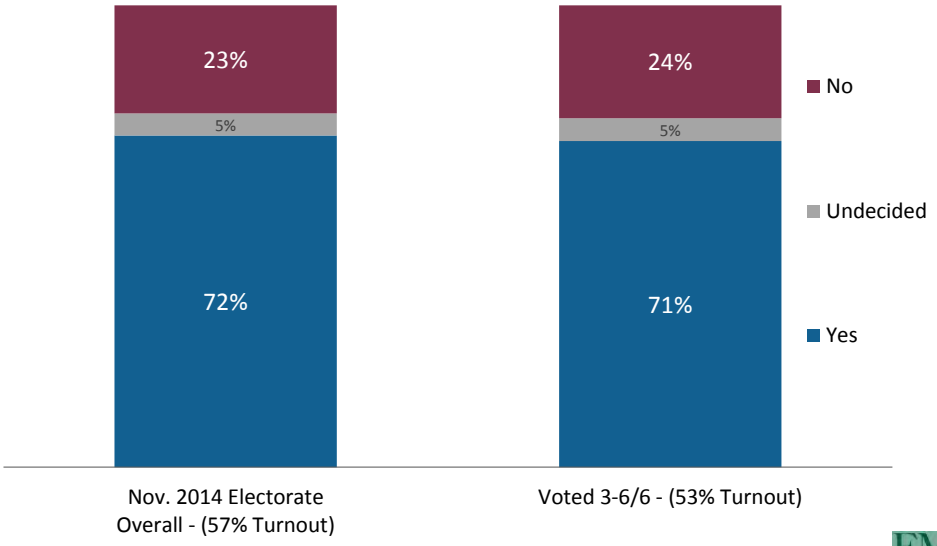
November General Elections Turnout Over Time

Turnout has edged up over the decade, but was lower in 2012 than in 2000.



Initial Vote by Turnout Scenarios

There is a 1 point difference in measure support between a 57% voter turnout election and a more conservative 53% turnout election.



Combined initial vote.

A Closer Look at the Ballot Question

Additional Research Looked at Question Wording

Proposed Ballot Question

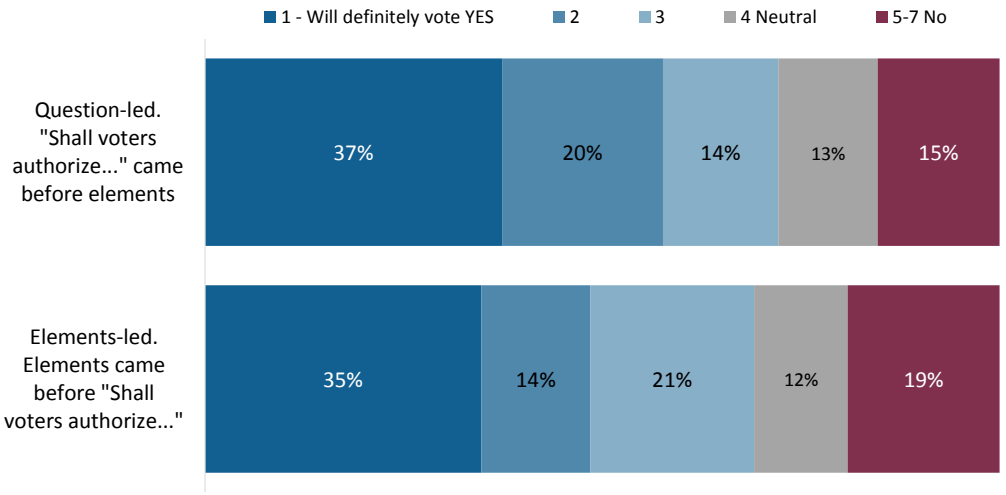
Shall voters authorize implementing the Alameda County 30 year Transportation Expenditure Plan to:

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

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

Vote by List Placement

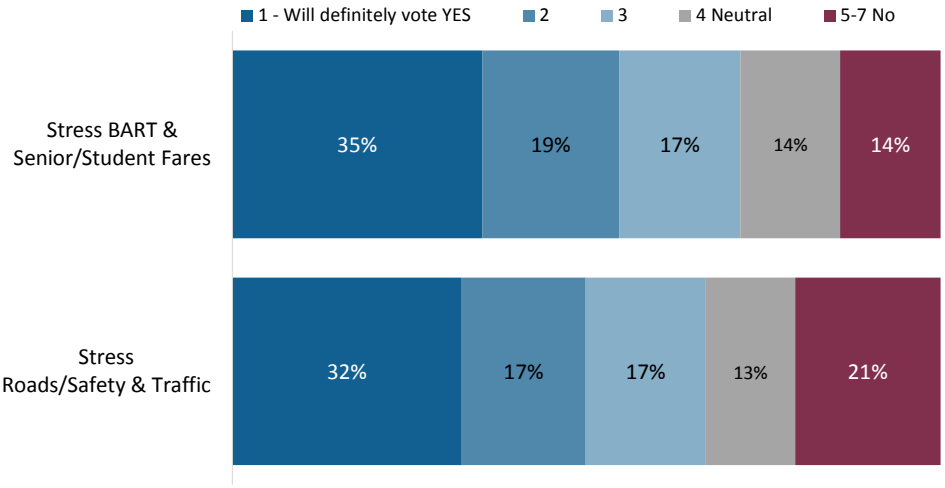
Overall, the question-led wording tested stronger than the elements-led wording.



Please indicate how you would vote on the following measure if it were on the ballot today... (V1-V8)

Vote by Listed Elements Stressed

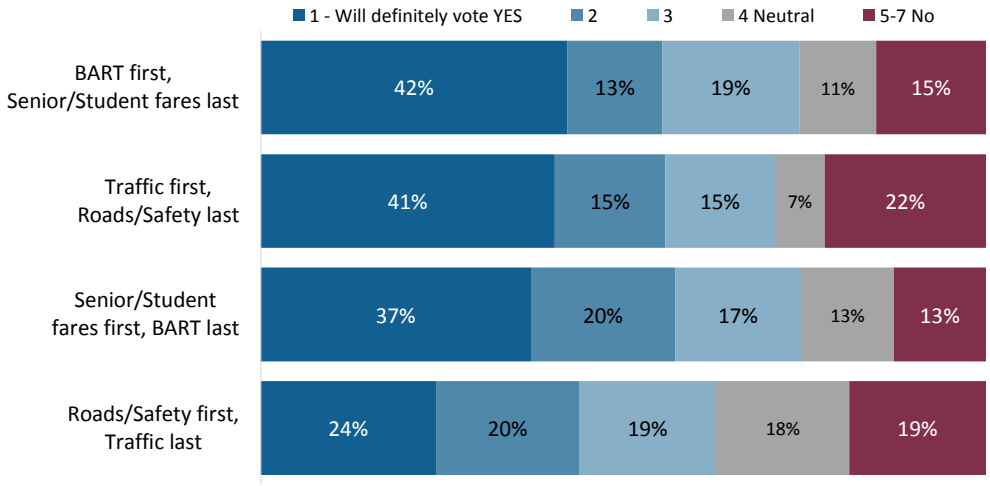
Reading BART or Senior/Student Fares first tested stronger than reading Roads/Safety or Traffic first.



Please indicate how you would vote on the following measure if it were on the ballot today... (V1-V8)

Vote by Elements Listed First/Last

Leading with BART was the strongest question wording, followed by leading with Traffic. However, leading with Traffic resulted in elevated opposition.



Please indicate how you would vote on the following measure if it were on the ballot today... (V1-V8)

Conclusions

- A measure to augment and extend the existing county transportation sales tax is supported by more than two-thirds of Alameda County voters.
- The proposed ballot question wording is clear and understandable to voters.
- A privately financed communication effort will help bolster support for a measure.
- A low turnout scenario is anticipated, was tested for in this research, and should not significantly impact outcome.

Contacts

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Alameda CTC

FY2014/15 MBB Direct Local Distributions

NET TAX REVENUES $ 25,078,100.09

Description	Local S&R	Transit Service	Paratransit	Bike & Ped	Total MBB FY2014/15 Direct Local Distribution
Alameda	$ 316,896.62	$ -	$ 35,812.94	$ 36,496.52	$ 389,206.08
Albany	72,191.52	-	7,162.59	8,952.68	88,306.79
Berkeley	520,083.56	-	58,140.55	56,209.79	634,433.90
Dublin	70,906.14	-	-	24,234.26	95,140.40
Emeryville	50,805.74	-	5,211.86	4,988.37	61,005.97
Fremont	393,607.11	-	99,093.92	106,840.52	599,541.55
Hayward	396,816.68	-	141,204.94	72,265.49	610,287.11
Livermore	168,992.73	-	-	40,479.74	209,472.47
Newark	82,405.13	-	19,736.74	21,055.73	123,197.60
Oakland	1,936,232.90	-	212,891.18	193,992.04	2,343,116.12
Piedmont	73,842.96	-	-	5,290.26	79,133.22
Pleasanton	140,820.49	-	32,590.24	34,915.26	208,325.99
San Leandro	230,508.63	-	54,930.87	42,102.73	327,542.23
Union City	125,231.80	-	34,647.31	34,651.71	194,530.82
LAVTA	-	125,390.50	50,919.83	-	176,310.33
Alameda County	-	-	-	69,867.89	69,867.89
Alameda Co.-North	13,847.06	-	-	-	13,847.06
Alameda Co.-Central	342,399.18	-	-	-	342,399.18
Alameda Co.-East	80,031.74	-	-	-	80,031.74
A. C. Transit Dist. Paratransit	-	-	1,128,514.50	-	1,128,514.50
A.C. Transit Dist.	-	4,714,682.81	-	-	4,714,682.81
Alameda Ferries	-	125,390.50	-	-	125,390.50
Altamont Rail-South	-	125,390.50	-	-	125,390.50
Altamont Rail-East	-	125,390.50	-	-	125,390.50
Union City Transit	-	62,695.24	-	-	62,695.24
BART	-	125,390.50	376,171.50	-	501,562.00
Total FY2014/15 Distributions	$ 5,015,619.99	$ 5,404,330.55	$ 2,257,028.97	$ 752,342.99	$ 13,429,322.50

MASTER PROGRAMS FUNDING AGREEMENT
between the
ALAMEDA COUNTY TRANSPORTATION COMMISSION
and the
COUNTY OF ALAMEDA

This Master Programs Funding Agreement ("AGREEMENT"), effective the 1st of April 2015, is entered into by and between the Alameda County Transportation Commission ("ALAMEDA CTC") and the County of Alameda ("RECIPIENT").

RECITALS

A. On November 4, 2014, the voters of Alameda County, pursuant to the provisions of the Local Transportation Authority and Improvement Act, California Public Utilities Code Section 180000 *et seq.*, approved Measure BB, thereby authorizing ALAMEDA CTC to administer the proceeds from the extension of an existing one-half of one percent transaction and use tax scheduled to terminate on March 31, 2022, and the augmentation of the tax by one-half of one percent.

B. The duration of the tax will be 30 years from the initial year of collection, which begins April 1, 2015, with said tax to terminate/expire on March 31, 2045. The tax proceeds will be used to pay for the investments outlined in the 2014 Alameda County Transportation Expenditure Plan ("2014 TEP"), as it may be amended.

C. This AGREEMENT delineates the requirements of the Direct Local Distribution ("DLD") funds; funds which are directly allocated to local jurisdictions and transit operators, as authorized by Measure BB and detailed in the 2014 TEP. Discretionary funds identified in the 2014 TEP are not the subject of this AGREEMENT and RECIPIENT will be required to enter into a separate agreement for those funds.

D. The DLD funds will be available for distribution once an agreement is executed with the State Board of Equalization ("BOE") and the first revenue payment is received from the BOE.

E. This AGREEMENT was originally approved by the governing body of the ALAMEDA CTC on February 26, 2015.

NOW, THEREFORE, it is mutually agreed by and between the parties as follows:

C-2015-51

ARTICLE I: FUNDING ALLOCATIONS

This AGREEMENT authorizes the ALAMEDA CTC to allocate the DLD funds derived from Measure BB as described in the 2014 TEP and summarized in Table A: Measure BB DLD Investment Summary. DLD funds shall be allocated from net revenues after BOE and administration expenses.

TABLE A: MEASURE BB DLD INVESTMENT SUMMARY

Investment Category	Program
Transit: Operations, Maintenance and Safety Program (OMSP)	AC Transit OMSP
	Altamont Commuter Express (ACE) OMSP
	San Francisco Bay Area Rapid Transit District (BART) Maintenance
	San Francisco Bay Area Water Emergency Transportation Authority (WETA) OMSP
	Livermore Amador Valley Transit Authority (LAVTA) OMSP
	Union City Transit OMSP
Affordable Transit for Seniors and People with Disabilities (Paratransit)	City-based and Locally Mandated
	East Bay Paratransit Consortium – AC Transit
	East Bay Paratransit Consortium – BART
Direct Allocation to Cities and County (Local Streets and Roads)	Local streets maintenance and safety program
Bicycle and Pedestrian Infrastructure & Safety	Bicycle and pedestrian direct allocation to cities and Alameda County

A. TRANSIT (OMSP)

ALAMEDA CTC will distribute funds based on set percentages detailed in the 2014 TEP. RECIPIENT's percentage fund distribution, if applicable, is detailed in EXHIBIT A - MEASURE BB DIRECT LOCAL DISTRIBUTION SUMMARY, attached hereto and by this reference made a part of this AGREEMENT.

1. RECIPIENT shall use such funds for maintenance and operations of transit services and may include maintenance of transit services, restoration of service cuts, expansion of transit services, and passenger safety and security.

2. The Transit OMSP funds shall be subject to the requirements for "Measure B Mass Transit Pass-through Funds," as detailed in the ALAMEDA CTC Mass Transit Program Implementation Guidelines, and said guidelines are hereby incorporated into this AGREEMENT by reference.

B. AFFORDABLE TRANSIT FOR SENIORS AND PEOPLE WITH DISABILITIES (PARATRANSIT)

1. City and Local Transit Operator

a. ALAMEDA CTC will distribute funds based on the percentage of the population over age 70 in each of four planning areas for city-based and mandated paratransit services of local bus transit

providers. Funds may be further distributed to individual cities within each planning area based on a formula refined by ALAMEDA CTC's Paratransit Advisory and Planning Committee ("PAPCO"). RECIPIENT's initial percentage fund distribution, if applicable, is detailed in Exhibit A subject to change based on changes in annual population.

b. Each planning area is defined in Exhibit B attached hereto and by this reference made a part of this AGREEMENT.

c. RECIPIENT shall use such funds for implementation of locally developed solutions to address the mobility challenges of older adults and people with disabilities.

2. East Bay Paratransit Consortium

a. ALAMEDA CTC will distribute funds based on set percentages detailed in the 2014 TEP. RECIPIENT's percentage fund distribution, if applicable, is detailed in Exhibit A.

b. RECIPIENT shall use such funds towards meeting RECIPIENT's responsibilities under the Americans with Disabilities Act (ADA).

3. The ALAMEDA CTC Paratransit Program Implementation Guidelines provide program eligibility and fund usage guidelines, definitions, additional requirements, and guideline adoption details. Said guidelines are hereby incorporated into this AGREEMENT by reference.

C. LOCAL STREETS AND ROADS

1. ALAMEDA CTC will distribute funds pursuant to a formula weighted 50 percent by the population of the jurisdiction within the subarea and 50 percent by the number of road miles within the subarea. RECIPIENT's initial percentage fund distribution, if applicable, is detailed in Exhibit A subject to change based on changes in annual population and road mile projections.

2. RECIPIENT shall spend a minimum of 15 percent of all funds received on project elements directly benefitting bicyclists and pedestrians.

3. RECIPIENT shall use such funds for any local transportation need based on local priorities, including street maintenance, bicycle and pedestrian projects, bus stops, and traffic calming.

4. Local Streets and Roads funds are subject to the requirements for "Measure B Local Streets and Roads Pass-through Funds" as detailed in the ALAMEDA CTC Local Streets and Roads Program Implementation Guidelines, and said guidelines are hereby incorporated into this AGREEMENT by reference.

D. BICYCLE AND PEDESTRIAN PATHS AND SAFETY

1. ALAMEDA CTC will distribute funds pursuant to a formula weighted 100 percent by the jurisdiction's share of the population. RECIPIENT's initial percentage fund distribution, if applicable, is

detailed in Exhibit A subject to change based on changes in annual population.

2. RECIPIENT shall use such funds for planning, construction and maintenance of bicycle and pedestrian projects and programs, with focus on high-priority projects described in RECIPIENT's Bicycle and Pedestrian Master Plans.

3. Bicycle and Pedestrian Paths and Safety funds are subject to the requirements for "Measure B Bicycle and Pedestrian Pass-through Funds" as detailed in the ALAMEDA CTC Bicycle and Pedestrian Safety Program Implementation Guidelines, and said guidelines are hereby incorporated into this AGREEMENT by reference.

ARTICLE II: PAYMENTS AND EXPENDITURES

A. ALAMEDA CTC's DUTIES AND OBLIGATIONS

1. Within five working days of actual receipt of the monthly Measure BB sales tax revenues from the BOE, ALAMEDA CTC shall remit to the RECIPIENT its designated amount of DLD funds disbursed on a monthly basis by a set formula for distribution.

2. ALAMEDA CTC shall annually update the Measure BB sales tax revenue projections and the resulting funds allocation formulas to reflect the most current population using the California Department of Finance's annual population estimates (Report E-1 published in May) and maintained road mileage from the Department of Transportation as it is made available. ALAMEDA CTC shall use the updated Measure BB program allocation formulas in the allocations beginning July 1 of each new fiscal year, which is from July 1 to June 30 in the State of California. ALAMEDA CTC shall provide an annual projection of Measure BB DLD estimated to be distributed to each RECIPIENT for each investment category RECIPIENT is eligible to receive before the beginning of each new fiscal year.

3. ALAMEDA CTC shall report monthly the amount of Measure BB revenues distributed to RECIPIENT by each investment category for the fiscal year and for the total program to date.

4. ALAMEDA CTC shall provide for an independent annual audit of its financial statements including revenues and expenditures and also the calculation of the allocation formula for distributing Measure BB DLD funds to various recipients and render an annual report to the ALAMEDA CTC Commission within 180 days following the close of the fiscal year. ALAMEDA CTC shall render an annual report on Measure BB funds to the Citizens Watchdog Committee (Independent Watchdog Committee) as soon thereafter as practical.

5. ALAMEDA CTC shall provide timely notice to RECIPIENT prior to conducting an audit of any expenditure made by RECIPIENT to determine whether such expenditures are in compliance with this AGREEMENT and the 2014 TEP.

B. RECIPIENT's DUTIES AND OBLIGATIONS

1. RECIPIENT shall expend all Measure BB funds distributed to the RECIPIENT in compliance

with the 2014 TEP guidelines, including the ALAMEDA CTC Implementation Guidelines, as they may be adopted or amended by ALAMEDA CTC from time to time.

2. RECIPIENT shall set up and maintain an appropriate system of accounts to report on Measure BB funds received. RECIPIENT must account for Measure BB funds, including any interest accrued, separately from any other funds it receives from ALAMEDA CTC. The accounting system shall provide adequate internal controls and audit trails to facilitate an annual compliance audit for the Measure BB funds and the respective usage and application of said funds. ALAMEDA CTC and its representatives, agents and nominees shall have the absolute right at any reasonable time to inspect and copy any accounting records related to such funds, except to the extent specifically prohibited by applicable law.

3. RECIPIENT hereby agrees to and accepts the formulas used in the allocation of Measure BB revenues as reflected in the ballot measure and the 2014 TEP, and agrees to accept and utilize the California Department of Finance Estimates of Population figures (Report E-1, updated each May) and the maintained road mileage from the Department of Transportation as it is made available for the annual update of the allocation formulas to begin in each new fiscal year.

ARTICLE III: POLICIES ON USE OF FUNDS

A. TIMELY USE OF FUNDS POLICY

Except for those funds properly placed into a reserve fund pursuant to **Section B** below, all Measure BB funds received by RECIPIENT shall be spent expeditiously, and no unexpended funds are allowed, unless a written request is submitted to the ALAMEDA CTC and approved by the Commission through the annual compliance audit and reporting process.

B. RESERVE FUND POLICY

RECIPIENT may reserve funds for specified periods of time, as defined in each reserve program, which ALAMEDA CTC will monitor through the annual compliance audit and reporting process described in **Article IV**. RECIPIENT may establish the following separate types of reserve funds:

1. Capital Fund Reserve

RECIPIENT may establish a specific capital fund reserve to fund specific large capital project(s) that could not otherwise be funded with a single year's worth of Measure BB DLD funds. If a capital fund reserve is established by RECIPIENT, it must be done as part of the Annual Program Compliance Reporting process as defined in Article IV.B.

a. RECIPIENT may collect capital funds during not more than three fiscal years, and shall expend all reserve funds prior to the end of the third fiscal year immediately following the fiscal year during which the reserve was established (e.g., if a reserve is established at any time during fiscal year 2015-2016 (FY 15-16), RECIPIENT may collect reserve funds during some or all of FY 15-16, FY 16-17 and FY 17-18, and must spend the reserve funds prior to the end of FY 18-19).

b. RECIPIENT shall report implementation schedules and funding plans for each proposed project to be funded from the reserve in RECIPIENT's annual program compliance report.

c. RECIPIENT may seek a single one-year extension for a given reserve fund if RECIPIENT demonstrates that unforeseen and extraordinary circumstances have occurred that would justify the extension. RECIPIENT shall submit a request for such an extension in writing to ALAMEDA CTC's executive director. The ALAMEDA CTC Commission, in its sole discretion, will make a determination as to whether to approve or deny the extension request and will notify RECIPIENT of its action in writing.

2. Operations Fund Reserve

RECIPIENT may establish and maintain a specific reserve to address operational issues, including fluctuations in revenues, and to help maintain transportation operations. This fund may not contain more than 50 percent of annual DLD revenues, unless an exception is requested in writing and approved by the ALAMEDA CTC Commission. This fund may be a revolving fund and is not subject to an expenditure timeframe. If an operations fund reserve is established by RECIPIENT, it must be done as part of the Annual Program Compliance Reporting process as defined in Article IV.B.

3. Undesignated Fund Reserve

RECIPIENT may establish and maintain a specific reserve for transportation needs over a fiscal year, such as matching funds for grants, project development work, studies for transportation purposes, or contingency funds for a project or program. This fund may not contain more than 10 percent of annual DLD revenues, unless an exception is requested in writing and approved by the ALAMEDA CTC Commission. If an undesignated fund reserve is established by RECIPIENT, it must be done as part of the Annual Program Compliance Reporting process as defined in Article IV.A.3.

a. RECIPIENT shall report the range of potential uses for the reserve funds in its annual compliance report.

C. RESCISSION OF FUNDS POLICY

If RECIPIENT does not meet the timeliness requirements set forth in Section A and B, ALAMEDA CTC may determine the RECIPIENT does not need the unspent funds. In such case, unless the RECIPIENT requests and ALAMEDA CTC approves an extension to the applicable deadline for the Capital Fund Reserve as described in Article III.B.1, RECIPIENT must return unspent funds and all interest earned thereon to ALAMEDA CTC. All such funds returned to ALAMEDA CTC shall be placed into an account for reallocation to the same programmatic type for transportation improvements in the county.

D. OTHER EXPENDITURE RESTRICTIONS

1. Transportation Purposes Only

RECIPIENT shall use all Measure BB funds solely for transportation purposes as defined by the authorizing ballot measure. Any jurisdiction that violates this provision must fully reimburse all misspent funds, including all interest that would have been earned thereon.

2. Non-Substitution of Funds

RECIPIENT shall use Measure BB funds, pursuant to Public Utilities Code Section 180000 *et seq.*, to supplement and not replace existing property taxes used for transportation purposes.

3. Fund Exchange

Any fund exchanges made using Measure BB must be made for transportation purposes. ALAMEDA CTC will consider exchange proposals on a case-by-case basis.

4. Staff Cost Limitations

Direct costs associated with the delivery of programs and projects associated with Measure BB programs, including direct staff costs and consultant costs, are eligible uses of Measure BB funds. ALAMEDA CTC does not allow indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan.

ARTICLE IV: REPORTING REQUIREMENTS

RECIPIENT shall comply with each of the reporting requirements set forth below. If RECIPIENT fails to comply with one or more of these requirements, ALAMEDA CTC may withhold payment of further Measure BB funds to RECIPIENT until full compliance is achieved.

A. RECIPIENT shall submit to ALAMEDA CTC, on an annual basis and at the RECIPIENT's expense, an independently audited Measure BB financial statements and a compliance opinion of the funds received and used, including plans and reports of expenditures. RECIPIENT shall complete, certify, and provide the annual audited financial statements and compliance opinion to ALAMEDA CTC within 180 days following the close of each fiscal year.

B. RECIPIENT shall, by December 31 of each year, submit to ALAMEDA CTC, at the RECIPIENT's expense, a compliance report on programs and projects on which RECIPIENT expended Measure BB funds. In such report, RECIPIENT shall state how the funds were used and the benefits derived from the funded programs and projects, and establish fund reserves and amounts remaining in reserves and anticipated program and project expenditures. If RECIPIENT's expenditures in a fiscal year are less than the amount received during such year, RECIPIENT shall explain why revenues exceeded expenditures and RECIPIENT's provide an implementation plan for the unexpended fund balances.

C. To be eligible for receipt of Local Streets and Roads funds, RECIPIENT shall provide ALAMEDA CTC with the certified number of maintained road miles within RECIPIENT's jurisdiction, which shall be consistent with the miles reported to state and federal agencies. RECIPIENT shall provide ALAMEDA CTC with the annual certified number of maintained road miles each fiscal year even if the number of miles for the fiscal year did not change. Road miles reported through the Department of Transportation shall be used in the updated Measure BB sales tax revenue allocation formula for distributing Measure BB funds and the new mileage shall be reflected in the distributions that start on July 1 of each new fiscal year.

D. RECIPIENT shall install or mount signage, such as those identified on the ALAMEDA CTC

website (http://www.alamedactc.org/app_pages/view/5269), adjacent to Measure BB funded construction projects and on vehicles funded with Measure BB funds (e.g., RECIPIENT and ALAMEDA CTC logos; "Your Transportation Tax Dollars Help Fund the Operation of This Vehicle!") where practical, so Alameda County taxpayers are informed as to how RECIPIENT is using Measure BB funds. RECIPIENT shall include a description of signage and number of signs posted in the annual compliance report submitted to ALAMEDA CTC.

E. RECIPIENT shall provide current and accurate information on RECIPIENT's website, to inform the public on how RECIPIENT is using Measure BB funds, and shall also provide a link to ALAMEDA CTC's website.

F. RECIPIENT shall, at least annually, publish an article highlighting a project or program in which RECIPIENT has used Measure BB funds.

G. RECIPIENT shall actively participate in a Public Awareness Program, in partnership with ALAMEDA CTC and/or its community advisory committees, as a means of ensuring that the public has access to and has the ability to know which projects and programs are funded through Measure BB.

H. RECIPIENT shall make its administrative officer or designated staff available on request from ALAMEDA CTC to render a report or answer any and all inquiries in regards to RECIPIENT's receipt, usage, and compliance audit findings of its funds before ALAMEDA CTC's governing board and/or the Citizens Watchdog Committee (Independent Watchdog Committee) or community advisory committees, as applicable.

I. RECIPIENT agrees that ALAMEDA CTC may review and/or evaluate the project(s) or program(s) funded pursuant to this AGREEMENT. This may include visits by representatives, agents or nominees of ALAMEDA CTC to observe RECIPIENT's project or program operations, to review project or program data and financial records, and to discuss the project with RECIPIENT's staff or governing board.

ARTICLE V: OTHER PROVISIONS

A. INDEMNITY BY RECIPIENT

Neither ALAMEDA CTC, nor its governing body, elected officials, any officer, consultant, agent, or employee thereof, shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by RECIPIENT in connection with Measure BB funds distributed to RECIPIENT pursuant to this AGREEMENT. It is also understood and agreed, pursuant to Government Code Section 895.4, RECIPIENT shall fully defend, indemnify and hold harmless ALAMEDA CTC, its governing body, and all its officers, agents, and employees, from any liability imposed on ALAMEDA CTC for injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by RECIPIENT in connection with Measure BB funds distributed to RECIPIENT pursuant to this AGREEMENT.

B. INDEMNITY BY ALAMEDA CTC

Neither RECIPIENT, nor its governing body, elected officials, any officer, consultant, agent, or

employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by ALAMEDA CTC under or in connection with any work, authority or jurisdiction delegated to ALAMEDA CTC under this AGREEMENT. It is also understood and agreed, pursuant to Government Code Section 895.4, ALAMEDA CTC shall fully defend, indemnify, and hold harmless RECIPIENT, and its governing body, elected officials, all its officers, agents, and employees from any liability imposed on RECIPIENT for injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by ALAMEDA CTC under or in connection with any work, authority or jurisdiction delegated to ALAMEDA CTC under this AGREEMENT.

C. JURISDICTION AND VENUE

The laws of the State of California will govern the validity of this AGREEMENT, its interpretation and performance, and any other claims related to it. All legal actions arising out of this AGREEMENT shall be brought in a court of competent jurisdiction in Alameda County, California and the parties hereto hereby waive inconvenience of forum as an objection or defense to such venue.

D. ATTORNEYS' FEES

Should it become necessary to enforce the terms of this AGREEMENT, the prevailing party shall be entitled to recover reasonable expenses and attorneys' fees from the other party.

E. TERM

The term of this AGREEMENT shall be from April 1, 2015 to June 30, 2016, unless amended or a new Master Programs Funding Agreement is executed with RECIPIENT, whichever date is earlier.

F. SEVERABILITY

If any provision of this AGREEMENT is found by a court of competent jurisdiction or, if applicable, an arbitrator, to be unenforceable, such provision shall not affect the other provisions of the AGREEMENT, but such unenforceable provisions shall be deemed modified to the extent necessary to render it enforceable, preserving to the fullest extent permissible the intent of the parties set forth in this AGREEMENT.

G. MODIFICATION

This AGREEMENT, and its Exhibits, as well as the referenced ALAMEDA CTC Implementation Guidelines, constitutes the entire AGREEMENT. This AGREEMENT may only be changed by a written amendment executed by both parties. Notwithstanding the foregoing, the Implementation Guidelines may be changed from time to time by ALAMEDA CTC.

[Signatures on next page]

IN WITNESS WHEREOF, the parties have executed this AGREEMENT by their duly authorized officers as of the date first written below.

COUNTY OF ALAMEDA (RECIPIENT)

By: Scott Haggerty

Scott Haggerty — Date
President, Board of Supervisors

Approved as to Form and Legality:

By: 5/21/15

Donna R. Ziegler — Date
County Counsel

ALAMEDA COUNTY TRANSPORTATION COMMISSION (ALAMEDA CTC)

By: 06/25/15

Arthur L. Dao — Date
Executive Director

Recommended:

By: 6/25/15

Deputy Director of — Date
Programming and Projects

Reviewed as to Budget/Financial Controls:

By: 6/24/15

Patricia Reavey — Date
Director of Finance and Administration

Approved as to Legal Form:

By: 5/7/15

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

EXHIBIT A

MEASURE BB DIRECT LOCAL DISTRIBUTION SUMMARY

Recipient	Investment Category - Program	Recipient's Percentage of Measure BB Total
AC Transit	Paratransit - East Bay Paratransit Consortium	4.50%
	Transit: Operations, Maintenance and Safety Program	18.80%
ACE	Transit: Operations, Maintenance and Safety Program	1.00%
Alameda	Bicycle and Pedestrian Infrastructure & Safety	0.15% *
	Paratransit	0.14% *
	Local Streets and Roads	1.26% *
Albany	Bicycle and Pedestrian Infrastructure & Safety	0.04% *
	Paratransit	0.03% *
	Local Streets and Roads	0.29% *
BART	Paratransit - East Bay Paratransit Consortium	1.50%
	Transit: Operations, Maintenance and Safety Program	0.50%
Berkeley	Bicycle and Pedestrian Infrastructure & Safety	0.22% *
	Paratransit	0.23% *
	Local Streets and Roads	2.07% *
County of Alameda	Bicycle and Pedestrian Infrastructure & Safety	0.28% *
	Local Streets and Roads	1.74% *
Dublin	Bicycle and Pedestrian Infrastructure & Safety	0.10% *
	Local Streets and Roads	0.28% *
Emeryville	Bicycle and Pedestrian Infrastructure & Safety	0.02% *
	Paratransit	0.02% *
	Local Streets and Roads	0.20% *
Fremont	Bicycle and Pedestrian Infrastructure & Safety	0.43% *
	Paratransit	0.40% *
	Local Streets and Roads	1.57% *
Hayward	Bicycle and Pedestrian Infrastructure & Safety	0.29% *
	Paratransit	0.56% *
	Local Streets and Roads	1.58% *
LAVTA	Paratransit	0.20% *
	Transit: Operations, Maintenance and Safety Program	0.50%
Livermore	Bicycle and Pedestrian Infrastructure & Safety	0.16% *
	Local Streets and Roads	0.67% *
Newark	Bicycle and Pedestrian Infrastructure & Safety	0.08% *
	Paratransit	0.08% *
	Local Streets and Roads	0.33% *
Oakland	Bicycle and Pedestrian Infrastructure & Safety	0.77% *
	Paratransit	0.85% *
	Local Streets and Roads	7.72% *
Piedmont	Bicycle and Pedestrian Infrastructure & Safety	0.02% *
	Local Streets and Roads	0.29% *
Pleasanton	Bicycle and Pedestrian Infrastructure & Safety	0.14% *
	Paratransit	0.13% *
	Local Streets and Roads	0.56% *
San Leandro	Bicycle and Pedestrian Infrastructure & Safety	0.17% *
	Paratransit	0.22% *
	Local Streets and Roads	0.92% *
Union City	Transit: Operations, Maintenance and Safety Program	0.25%
	Bicycle and Pedestrian Infrastructure & Safety	0.14% *
	Paratransit	0.14% *
	Local Streets and Roads	0.50% *
WETA	Transit: Operations, Maintenance and Safety Program	0.50%

* Pursuant to Article II.A.2, Recipient's percentage shall be adjusted annually to reflect current annual population estimates and maintained road mile data.

EXHIBIT B

PLANNING AREAS FOR CITY AND LOCAL TRANSIT OPERATOR FUNDING (PARATRANSIT)

Planning Area	Description
North County	Cities of Alameda, Albany, Berkeley, Emeryville, Oakland, and Piedmont
Central County[1]	Cities of Hayward and San Leandro, and the unincorporated area of Castro Valley, as well as other unincorporated lands governed by Alameda County in the Central Area.
South County	Cities of Fremont, Newark, Union City, as well as Union City Transit.
East County[2]	Cities of Livermore, Dublin, and Pleasanton, and all unincorporated lands governed by Alameda County in the East Area, and LAVTA.

Notes:
1. Funding will be assigned to Hayward to serve the unincorporated areas.
2. Funding for Livermore and Dublin will be assigned to LAVTA for their ADA-mandated paratransit program.

2016 ALAMEDA COUNTYWIDE TRANSPORTATION PLAN



Final

July 2016

Submitted by Nelson\Nygaard

ALAMEDA
County Transportation Commission

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1 Introduction

The Countywide Transportation Plan (CTP)

The Alameda Countywide Transportation Plan (CTP) is a long-range policy document that serves as a guide for future transportation projects, programs, policies, and advocacy for all of Alameda County through 2040. It addresses all parts of Alameda County's complex transportation system, including capital, operating, and maintenance activities for all transportation modes. Transportation programs that serve the needs of specific groups throughout the county, such as paratransit services for seniors and people with disabilities, and safe access to schools are also included. This document establishes a vision for Alameda County's transportation system and a path to implementing that vision. It begins with goals for the system, describes current trends and challenges, inventories needs and available funding, describes solutions and investment strategies and how they help meet the goals, and finally identifies gaps where additional funding is needed.

The CTP informs the Regional Transportation Plan (RTP), called Plan Bay Area, and was developed using the Metropolitan Transportation Commission's (MTC) *Guidelines for Countywide Transportation Plans (2014)* (both are more fully described herein).

Acknowledging that the future is unknown, and that changing conditions in the county will place new demands on the transportation system over time, this plan is updated every four years. The CTP was last adopted in 2012.

Alameda County: Heart of the Region's Transportation System

Alameda County extends from the Bay Area's urban core to its rural periphery including 14 cities and several unincorporated communities. The importance of Alameda County's transportation infrastructure cannot be overstated. The county is home to a major port and international airport that are central to the distribution of goods throughout the Western United States. Alameda County also plays a central role in moving people around the region with every BART line traveling through the county, along with two other regional rail systems—Amtrak Capitol Corridor and Altamont Corridor Express (ACE). With six interstate freeways, 10 state routes, and three major bridges, the county shoulders a disproportionate share of the region's congestion (40% of the congestion and 6 of the 10 most congested freeways). More information about the county's transportation system and its critical role in the region can be found in Chapter 5.

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Background and Requirements for Countywide Transportation Plans

CTPs were originally authorized in 1988 through Assembly Bill 3705[1] (AB 3705) to provide a solid, locally-grounded basis for development of regional transportation plans. CTPs are voluntary, but in the Bay Area, they have served as a foundation of the integrated and coordinated regional transportation planning that ultimately informs Plan Bay Area. The first CTP was adopted for Alameda County in 1994, and has been updated regularly to reflect changing policies and conditions. The CTP plays a critical role in establishing long-range vision and goals for the system, informing priorities for investment, ensuring strong coordination throughout Alameda County, and supporting the Alameda County Transportation Commission (Alameda CTC) in advocating for additional funding at the regional, state, and federal levels.

This CTP conforms to the most recent guidelines[2] for CTPs issued by MTC (2014). These guidelines are heavily influenced by passage of Senate Bill 375 (SB375) [3], known as the Sustainable Communities and Climate Protection Act of 2008, as well as the Moving Ahead for Progress in the 21st Century Act (MAP-21).[4] As such, this update includes components to address climate change, integrate transportation with land use policies and development (see Chapter 4), and advance Complete Streets policies (see Chapter 8).

SB 375 requires all regions in California to reduce greenhouse gas emissions through improving coordination of land use and transportation planning, and to integrate a land use plan, called a Sustainable Communities Strategy (SCS), into the Regional Transportation Plan (RTP), Plan Bay Area.[5] As directed in the law, the CTP has been closely coordinated with development of the regional Plan Bay Area update. It is through the CTP that jurisdictions throughout Alameda County have a voice in the regional planning process; the CTP ensures that the needs of all the diverse users of the county's transportation system are accurately and strongly reflected in regional

[1] County Transportation Plans: AB 3705, codified in Section 66531 of CA government code; AB 1619, Chapter 25, Statutes of 1994. http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=66531.

[2] 2014 CTP Guidelines: http://mtc.ca.gov/sites/default/files/6b_Attachment-A.pdf.

[3] Sustainable Communities Act: SB 375, Chapter 728, Statutes of 2008. SB 375 requires each of the state's metropolitan areas to reduce greenhouse gas emissions from cars and light trucks through increased coordination of land use and transportation planning and investments. The Bay Area's GHG reduction target is 7% per capita reduction by 2020 and 15% per capita reduction by 2035 (http://www.leginfo.ca.gov/pub/07-08/bill/sen/sb_0351-0400/sb_375_bill_20080930_chaptered.pdf).

[4] Moving Ahead for Progress in the 21st Century Act (MAP-21): http://www.fhwa.dot.gov/map21/.

[5] Sustainable Communities and Climate Protection Act (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008.

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planning. More information on Plan Bay Area, state mandates, and how land use is taken into consideration in the CTP can be found in Chapter 4.

MTC's *Guidelines for Countywide Transportation Plans (2014)* include the development of an equity analysis tailored to minority, low-income, and underserved populations. The equity analysis serves as an update to the county's six Community-Based Transportation Plans developed between 2004-2009, described below and in Chapter 7.

Evolution of the CTP

Alameda CTC launched a new paradigm of transportation planning with the 2012 CTP update. The 2012 update was the first CTP developed by Alameda CTC, which had recently been formed from a merger of the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA).[6] This union not only eliminated redundancies and created efficiencies, but also launched a new era of thinking more strategically about the role that this countywide body plays in supporting a multimodal, connected and integrated transportation network.

In 2012, Alameda CTC began using a performance-based process to develop the CTP. This process began with extensive input from the public, city and county staff and elected officials, and the Commission adopted a broad-ranging vision and set of goals that encompassed land use, sustainability, economic vibrancy, and equity. To ensure that projects and programs were consistent with this vision, performance measures were used to measure the impacts of the plan to reflect these goals.

The 2012 update was also affected by new state policy mandates designed to promote sustainability and reduce carbon emissions which required the region to develop an integrated land use and transportation plan to support reductions in greenhouse gas emissions, further described in Chapter 4.

The 2012 CTP signaled a change for the direction of Alameda County's transportation system. Changing the focus from designing a transportation network that manages traffic congestion to a network that maximizes performance of the multimodal transportation system as a whole takes time to fully institutionalize into the policies and daily practices of how transportation funding is allocated and how projects are implemented. This evolution continues today.

Ultimately, Alameda CTC will work in close partnership with project sponsors to plan and implement the best projects to move the county's transportation system

[6] ACCMA previously managed the planning and funding and project delivery of transportation projects in Alameda County, and developed the CTP. ACTIA previously managed the transportation sales tax revenues and expenditures and was responsible for development of the Countywide Bicycle and Pedestrian Plans.

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forward, to support its adopted vision and goals. This will impact the types of projects that cities and agencies submit for funding and the types of projects that Alameda CTC sponsors. The next section describes some of the key elements that differentiate this CTP from the 2012 update, and how the CTP relates to other planning efforts.

Interrelationship of Plans

The CTP does not stand alone; it builds on and informs several other county and regional plans. The most salient regional and Alameda CTC planning efforts and their relationship with the CTP are described below.

Modal Plans

Travel patterns and transportation networks cross city boundaries but much of the transportation system is managed by local jurisdictions. One key outcome of the 2012 CTP was a recognition that the connectivity and quality of transportation infrastructure must be looked at beyond the confines of city plans. As a critical next step, the 2012 CTP called for development of a series of countywide plans on different modes.

The agency developed a *Countywide Bicycle Plan* and *Countywide Pedestrian Plan* which looked at cross-jurisdictional connectivity and where gaps existed between networks. These plans were adopted simultaneously with the 2012 CTP. Since 2012, Alameda CTC has developed several additional countywide modal plans that take an in depth look at other modes individually to understand challenges, and opportunities for coordination and investment at the countywide level. The plans are:

- *Transit Plan*: Given the substantial commitment that the local sales tax makes to transit, a countywide Transit Plan has been developed to support an efficient and effective transit network throughout the county. The plan was developed in partnership with transit and paratransit operators and users, local jurisdictions, and the general public, and was designed to complement and support existing planning efforts that are completed or underway in the County. The plan targets a set of improvements in the 14 corridors that are most likely to carry some of the strongest future demand for transit and a set of network recommendations to enable fast, frequent and reliable service (see Public Transit modal strategy in Chapter 6 for more information).
- *Goods Movement Plan*: Given the importance of the Port of Oakland in the regional economy, the impact of trucks on the region's roadways, and the community and environmental impacts created by freight, a countywide Goods Movement Plan was developed to identify efficient and effective freight routes and modes, strategies to support sustainable freight and reduce the impacts of freight movement on residential communities, new technologies for enhancing freight's competitiveness and efficiency, and

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other critical topics related to freight movement (see Goods Movement modal strategy in Chapter 6 for more information).

- *Multimodal Arterials Plan*: Given that arterial roads are often the place where local and regional transportation needs intersect, their importance in connectivity for all modes, and Alameda CTC's responsibility as the Congestion Management Agency (see below), Alameda CTC developed a plan that creates a connected network for all modes of transportation that aims to optimize performance for all modes on the county's arterials. The plan was developed with guidance from Alameda County's 15 jurisdictions, major transit agencies, the California Department of Transportation (Caltrans), and non-agency stakeholders (see Roadways modal strategy in Chapter 6 for more information).

The three recently completed modal plans are performance-based; for each mode they a) set goals and objectives that are aligned with the CTP Vision and Goals, b) set performance measures, c) identify gaps and improvement needs, d) identify strategies to address these needs, e) prioritize strategies through an evaluation process, and f) identify actions to move the plans forward. The modal plan performance measures were one input into development of performance measures for this CTP (see Chapter 2).

The CTP ultimately will represent a synthesis of this modal planning work; however, many projects identified in the modal plans have yet to be developed and are not included in the performance evaluation for this 2016 CTP. Following adoption of this plan, Alameda CTC will continue to work with partner agencies on developing projects and programs as identified in the modal plans. Chapter 8 (Projects and Programs) and Chapter 10 (Moving Forward) summarize this upcoming work, including opportunities for the modal plans to support a next generation of projects and programs in the county.

These modal plans and CTP have been, and will continue to be, very closely integrated. It is through these plans that Alameda CTC is working to be more strategic and visionary in the planning, funding, and delivery of transportation projects and programs. These plans were all highly collaborative efforts working closely with stakeholders, jurisdictions, and communities throughout the county.

Congestion Management Program (CMP)

As the designated congestion management agency for Alameda County, Alameda CTC is legislatively required to develop and regularly update a Congestion Management Program (CMP).[7] Alameda CTC adopted the most recent *Congestion*

[7] Congestion Management Program Legislation, California Government Code, Chapter 2.6. Congestion Management (Section 65088–65089.10), http://www.leginfo.ca.gov/cgi-bin/displaycode?section=gov&group=65001-66000&file=65088-65089.10.

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Management Program Report in October of 2015. It describes the strategies used to assess and monitor the performance of the county's multimodal transportation system, address congestion, improve system performance, and strengthen the integration of transportation and land use planning. [8]

Comprehensive Investment Plan (CIP)

Alameda CTC reinforces the goals in the CTP by integrating them into their funding allocation processes. Alameda CTC funding decisions have all been streamlined into one unified Comprehensive Investment Plan (CIP). Funding decisions are made through a rigorous evaluation process where project applicants must illustrate how the projects and programs they propose support the countywide vision and goals.

The CTP is a policy framework document used to set vision, identify themes and synergies, and set overall priorities, the CIP directly programs funds to specific projects and programs, including those implemented by Alameda CTC and by other agencies. The CIP has a 5-year horizon and is updated every two years.

Capital Project Delivery Program (CPDP)

The Capital Project Delivery Plan (CPDP) was developed to inform the CIP. It identifies the capital projects funded by the local sales tax revenue that will be implemented directly by Alameda CTC as the project sponsor (for more information on funding sources see Chapter 9). Many of the projects recommended by the modal plans need to be implemented at a countywide level, and are included in the CPDP. It recommends programming Measure BB[9] funds for specific projects and project phases including resources for project management, project monitoring, and project controls. The CPDP only addresses programs and projects implemented directly by Alameda CTC.

Community-Based Transportation Plans (CBTPs)

Background

In the early 2000s, the Metropolitan Transportation Commission (MTC) completed the Lifeline Transportation Study (2001) and the Environmental Justice Report (2001). These analyses identified low-income areas throughout the Bay Area with gaps in provision of transportation services and a need to support local planning efforts. Building on these findings, MTC began a regionwide effort to fund Community-Based

[8] The CMP is required to incorporate five key elements: designated CMP roadway network, level of service monitoring, multimodal performance element, land use analysis program, and capital improvement program. Alameda CTC's CMP: http://www.alamedactc.org/app_pages/view/5224.

[9] Ballot Measure BB, approved by Alameda County voters in November of 2014, authorized the implementation of the Alameda County 30 year Transportation Expenditure Plan and renewed and adjusted the sales tax used to fund the plan. See Chapter 9 for more information on funding and related ballot measures.

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Transportation Plans (CBTPs) that identify transportation needs and solutions in historically underserved and disadvantaged communities.

Between 2004 and 2009, Alameda CTC worked closely with communities in Alameda County to complete CBTPs in the following places: Central Alameda County (unincorporated Cherryland and Ashland portions of Hayward and South Hayward, 2004), City of Alameda (2009), City of Berkeley (West and South Berkeley, 2007), and City of Oakland (Central and East Oakland, 2007, and West Oakland, 2006). These plans identified transportation gaps, ways to address these gaps, and potential funding sources for each of these communities.

Update to CBTPs

This CTP serves as an update to the Alameda County CBTPs. As such, equity considerations have been incorporated throughout the planning process rather than as a final step.

First, as part of the development of the plan, the team conducted an equity analysis that compared transportation access and system quality for historically disadvantaged demographic groups and the general population to identify any significant disparities. The methodology for this analysis was rooted in best practices, regional guidance, academic literature, and lessons learned from prior efforts (both regional and nationwide).

A community engagement strategy was developed for this analysis to elicit robust input from communities that were traditionally left out of the conversation. The equity analysis informed both the outreach methods and geographic target areas. Outreach efforts are fully described later in this Chapter.

Using findings from the equity analysis and outreach efforts, the team developed an Equity Strategy (Chapter 7) which updates the CBTPs. The Strategy uses the results of the analysis to identify where transportation gaps persist and additional communities that could be considered for future investments due to transportation inequities burdening their communities. Equity was also a key factor in developing the countywide performance measures (Chapter 2).

Priority Development Area Investment and Growth Strategy

In 2012, the CTP integrated the SCS land use projections, and took a much closer look at coordinating transportation projects and programs with the county's land use patterns than ever before. But it also acknowledged that true integration of land use and transportation would require ongoing efforts in subsequent years. To continue to improve the linkages between transportation and land use, Alameda CTC

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developed a *Priority Development Area (PDA) Investment and Growth Strategy*[10] that outlines strategies, policies, funding allocations, and programs to support focused growth in support of Plan Bay Area. Chapter 4 includes further discussion about state and regional mandates and about Alameda CTC's efforts to coordinate land use and transportation.

Alameda County Transportation Commission

Alameda CTC is responsible for development of the Alameda Countywide Transportation Plan (CTP).

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

Alameda CTC is responsible for coordinating countywide transportation planning efforts; programming local, regional, state, and federal funding; and delivering projects and programs including those approved by voters in Alameda County transportation expenditure plans for Measure B, Measure BB, and the Vehicle Registration Fee. These three funding sources make up the large majority of funding available for transportation projects in Alameda County.

Alameda CTC is a joint powers authority governed by a 22-member Commission comprised of elected officials from each of the 14 cities in Alameda County, all five members of the Alameda County Board of Supervisors, and elected representatives from AC Transit and Bay Area Rapid Transit (BART).

Alameda CTC's main responsibilities are to:

- **Plan** for the future of transportation in Alameda County.
- **Fund** critical transportation programs that serve the public including youth, seniors, and people with disabilities.
- **Deliver** innovative transportation projects that extend the life of aging infrastructure, protect the environment, improve transportation access for communities and businesses, and improve goods movement.

Alameda CTC was created in July 2010 by the merger of the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA), to streamline operations, eliminate redundancies, and save taxpayers' dollars. As a result of the merger, Alameda CTC is able to implement more cost-effective methods for planning, funding, and

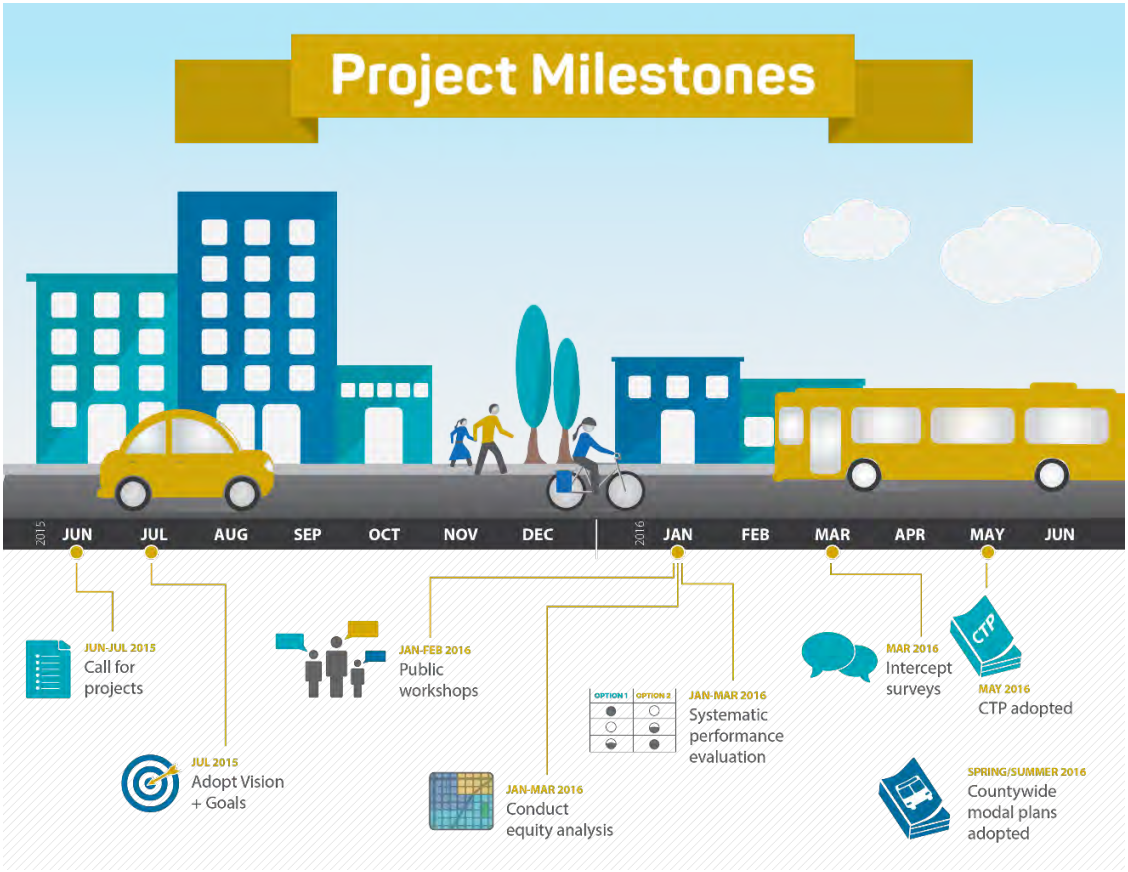
[10] Alameda County PDA Investment and Growth Strategy: http://www.alamedactc.org/app_pages/view/10385.

delivering programs and projects that benefit Alameda County residents and businesses.

Plan Development

The development of the CTP included the key milestones illustrated in Figure 1-1.

Figure 1-1 Plan Development Milestones



Performance-Based Planning

Alameda County and the broader Bay Area region have increasingly moved toward a performance-based planning approach for the past decade. Performance-based planning allows policies and goals to be expressed in quantifiable terms and creates an analytical framework to determine the degree to which investment choices help meet goals. Ongoing monitoring of investment performance helps inform future decision-making and highlights necessary adjustments to be made for the following update. For the purposes of the CTP, performance measures are used to understand how the system as a whole is progressing towards meeting the adopted goals. The specific metrics represent

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issues that are important to measure at a system level, such as greenhouse gas emissions, travel time reliability for all modes, mode share, and job accessibility.

The CTP performance-based analyses were conducted on the entire system and not at a project level basis. Any project that is advanced in Alameda County will go through project-specific planning and analyses pursuant to appropriate environmental and regulatory requirements. Performance measures for this 2016 CTP are described in Chapter 2, and performance results are shown in Chapter 8.

Public Engagement

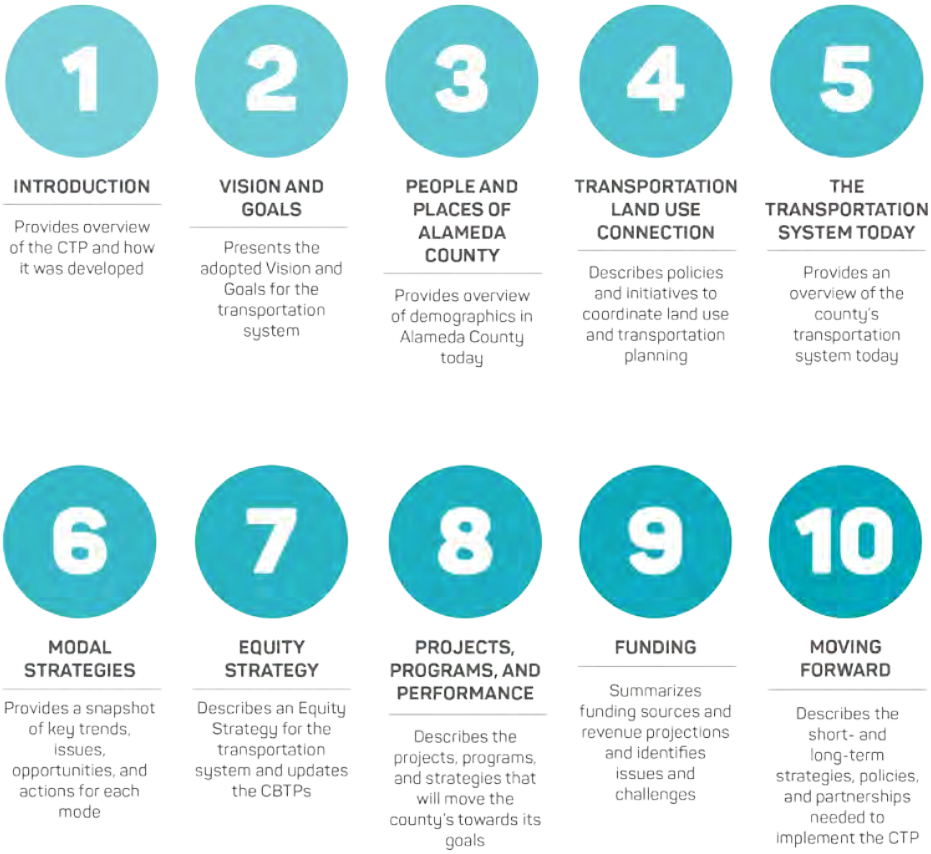
To ensure the CTP is responsive to community needs throughout Alameda County (and in accordance with MTC guidelines), Alameda CTC engaged in an open and inclusive public participation process. There were two key elements of the process:

1. **Stakeholder engagement in modal plans and CTP development:** public workshops, stakeholder interviews, surveys, and meetings were conducted throughout the development of the modal plans and CTP.
2. **Intercept surveys** conducted in March 2016: This strategy was selected to provide targeted input for the equity strategy, ensuring participation from a broader audience that is normally left out of the planning process—especially minority, low-income, and other disadvantaged communities. Three hundred intercept surveys were conducted in the CBTP communities (East and West Oakland, Central Alameda County, South and West Berkeley, City of Alameda) and Livermore to ensure coverage of the full breadth of needs in Alameda County.

Appendix A includes a full summary of the public engagement process, participation, and results.

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Structure of this Report



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2 Vision and Goals

Introduction

Establishing a vision and a set of goals provides a foundation for developing a comprehensive and measurable Countywide Transportation Plan (CTP) for Alameda County. A compelling vision statement points the way to a better transportation future for the county. Goals further articulate the vision, making it more concrete and creating a basis for a performance-driven, outcome-based approach to making sound transportation investment decisions. Performance measures provide measurable mechanisms to determine the degree to which the CTP is fulfilling its goals for the transportation system.

This chapter includes the vision, goals, and performance measures that have been adopted for this CTP.

Vision and Goals

The vision and goals for the Alameda Countywide Transportation Plan were originally developed during the 2012 CTP update in parallel with development of a new Transportation Expenditure Plan (adopted by over 70% of voters in 2014 as Measure BB). The process was comprehensive and grounded in extensive input from a broad range of stakeholders. As such, the vision statement and goals are comprehensive and capture the broad array of needs and transportation system demands in a county as diverse and large as Alameda County. These goals reflect time-tested values of transportation planning in Alameda County. In July 2015, the Alameda County Transportation Commission (Alameda CTC) reconfirmed and adopted the following vision and goals to guide this 2016 CTP update.

Stakeholder Involvement

The Alameda Countywide vision and goals were developed with the participation of a wide array of stakeholders including residents and groups representing seniors, people with disabilities, bicycle interests, environmental, education and faith-based groups, businesses, labor, and local jurisdictions. Alameda CTC also worked with a Steering Committee, Community Advisory Working Group, and Technical Advisory Working Group. These committees included representatives from 15 local jurisdictions, six transit operators, Caltrans District 4, the Port of Oakland, the Metropolitan Transportation Commission (MTC), and other community and agency stakeholders and the public.

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Figure 2-1 Vision and Goals for Alameda County's Transportation System



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Performance Measures

Based on the goals, Alameda CTC created a set of performance measures to evaluate the performance of the CTP as a whole, shown in Figure 2-2. The Commission adopted these performance measures in January 2016. This performance evaluation is conducted for the system as a whole, not on a project level basis. The process allows Alameda CTC to understand the degree to which projects and programs advance the county towards the adopted vision and goals, and identify where additional efforts are needed.

Performance measures for the 2016 CTP were pulled from and based upon industry best practices, the 2012 CTP, and the performance measures that were used in the countywide modal plans. Utilizing performance measures from the modal plans reinforces the integration of those plans with the CTP and ensures the 2016 CTP is reflective of those efforts. The outcomes of the performance evaluation process are included in Chapter 5.

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Figure 2-2 Performance Measures for the 2016 CTP

Performance Measure	Relates to CTP Goal: Multimodal	Accessible, Affordable, &	Integrated	Connected	Reliable & Efficient	Cost-Effective	Well-Maintained	Safe	Healthy & Clean Environment
Measures of Transit Use and Active Transportation									
Transit and active transportation mode share: Percent of trips made by non-auto modes	●	●	●	●	●				●
Transit ridership: Daily public transit ridership (all modes) that begin or end in Alameda County	●	●	●	●					●
Transit efficiency: Daily bus transit passengers carried per revenue hours of service	●	●	●	●	●	●			●
Measures of Connectivity and Safety									
Maintenance: Unmet maintenance needs over 25 years assuming current pavement conditions					●	●	●	●	
Safety: Safety incidents		●					●	●	
Network connectivity by mode	●		●	●					
Measures to Improve Economy (Goods Movement, Jobs, and Access)									
Employment accessibility: Number of jobs accessible by 30-minute drive or 45- minute transit trip	●	●	●	●	●				●
Equitable transit availability: Percent of low-income households within 0.25 miles of bus stop	●	●	●	●	●				●
Measures of Travel Efficiency									
Network congestion: Percentage lane miles with moderate to severe congestion		●			●				
Travel time: Travel time by mode (auto, transit)	●	●		●	●				
Travel time reliability: Ratio of average peak to off-peak period travel time by mode (auto, transit)	●	●		●	●				
Measures of Transportation Impacts on the Environment									
Vehicle miles traveled: Vehicles miles traveled (VMT) per capita			●	●	●				●
Carbon emissions: Carbon emissions per capita			●	●	●				●
Particulate emissions: Daily particulate matter (PM2.5) per 1,000 population			●	●	●				●

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3 People and Places of Alameda County

Alameda County is the 7th most populated county in California with 1.57 million residents and nearly 700,000 jobs.[11] Located in the East Bay, the county extends from the San Francisco Bay in the west to the Livermore Valley in the east, borders Contra Costa County to the north, and includes a portion of Silicon Valley in the south, bordering Santa Clara County.

The county is characterized by diversity, in land use patterns and demographic characteristics. No single ethnic group makes up more than 33% of the population and 42% of households in Alameda County are non-English speaking households (equity considerations are discussed in greater detail in Chapter 7). Alameda County's development includes dense, urban cities, suburbs, rural communities, agricultural areas, parklands, and everything in between. This chapter offers an overview of the existing demographic conditions in Alameda County.

Current Demographics in Alameda County

Population

Alameda County is currently home to approximately 1.57 million people (2014) over about 739 square miles of land area. Alameda County has grown by about 64,000 residents since the year 2010.[12]

Ethnicity

Alameda County has long been, and is increasingly, a racially diverse county. In 2014, Caucasians represent the largest racial group at 33% of the population, followed by the Asian population (27%) and Latino (23%).[13]

When looking at a trend line in demographic changes, Figure 3-1 shows demographic changes in ethnicity from 2000 to 2014, and Figure 3-2 shows the percentage composition of ethnic diversity in Alameda County in2014.

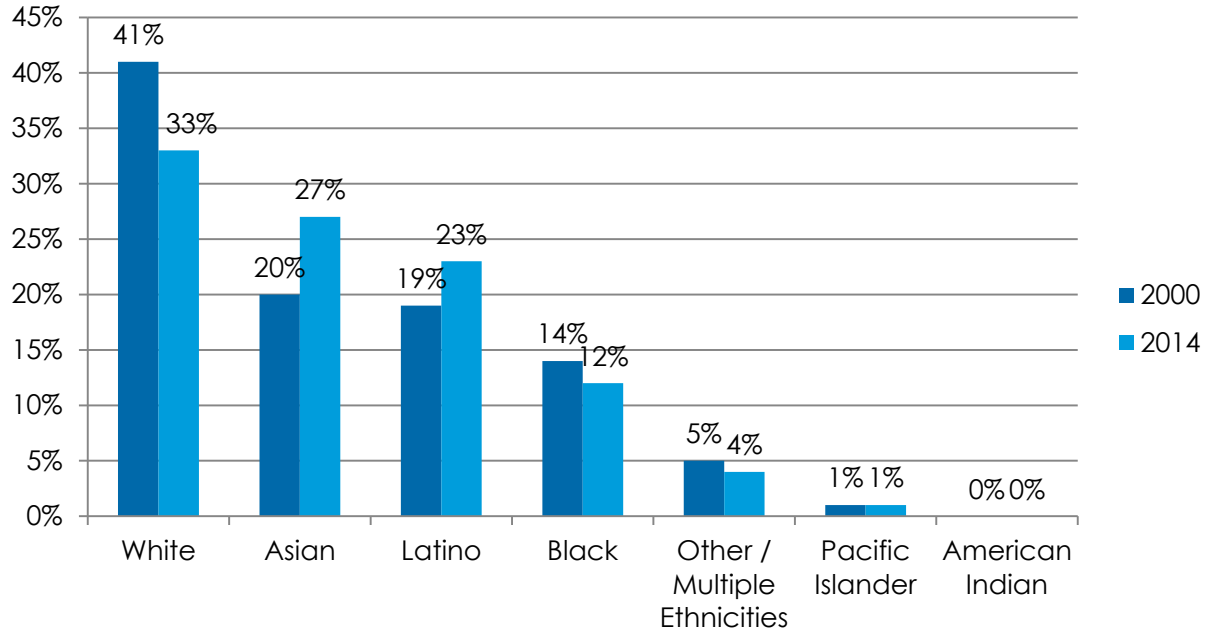
[11] MTC Vital Signs, *Population* and *Jobs*, http://www.vitalsigns.mtc.ca.gov.

[12] MTC Vital Signs, *Population*, http://www.vitalsigns.mtc.ca.gov/population.

[13] American Community Survey 2010-2014.

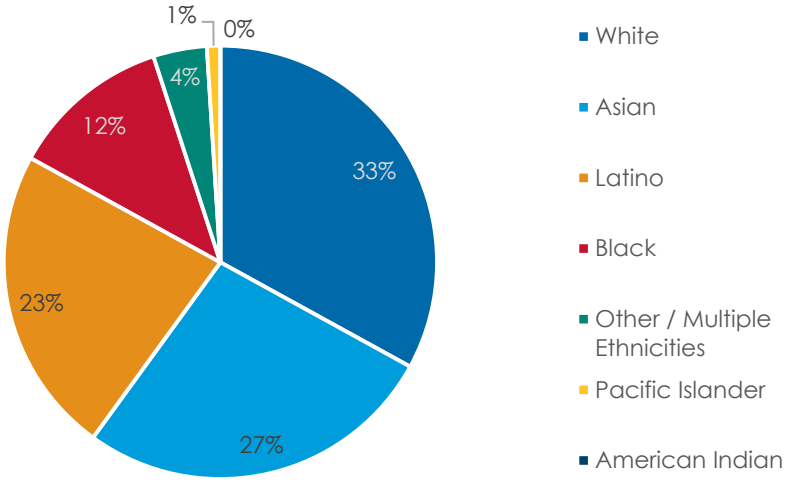
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Figure 3-1 Increasing Ethnic Diversity in Alameda County (2000 and 2014)



Source: U.S. Census 2000, American Community Survey 2010-2014

Figure 3-2 Ethnic Diversity in Alameda County (2014)



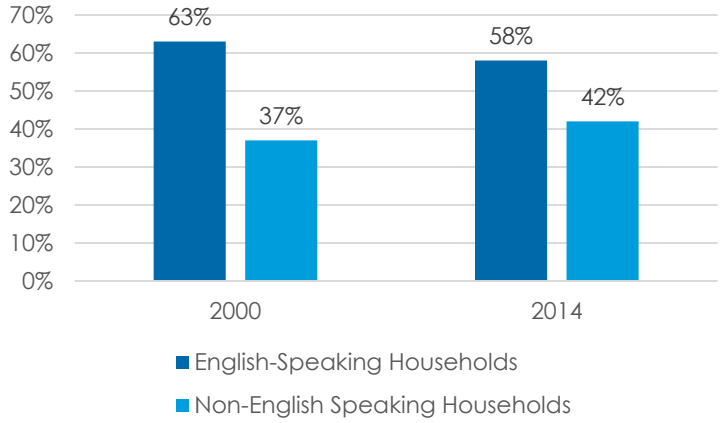
Source: American Community Survey 2010-2014.

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Language

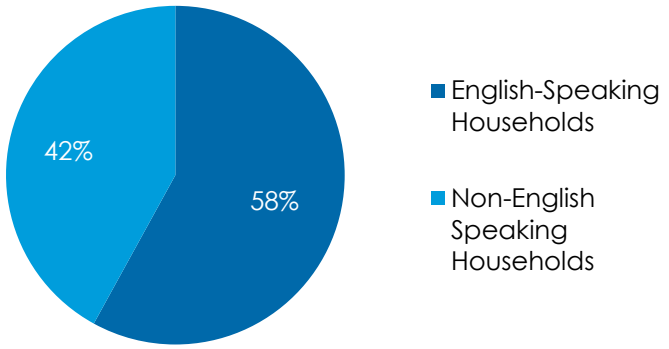
The diversity of Alameda County is also reflected in the growing number of residents who do not speak English or consider English their secondary language. Today, English is the primary language spoken at home for 58% of households. Following English as a primary language are Asian languages (19%), Spanish (14%). and Indo-European languages (8%).[14] When looking at a trend line of language diversity, Figure 3-3 shows changes from 2000 to 2014 for English compared to non-English speaking households, and Figure 3-4 illustrates percentages in 2014.[15]

Figure 3-3 Increasing Linguistic Diversity: English- and Non-English Speaking Households (2000 and 2014)



Source: U.S. Census 2000, American Community Survey 2010-2014.

Figure 3-4 English- and Non-English Speaking Households (2014)



Source: American Community Survey 2010-2014.

Employment

Alameda County is currently home to nearly 700,000 jobs (2013), which accounts for about 20% of the Bay Area's jobs. The largest share of Alameda County's jobs, about

[14] Indo-European includes middle-eastern languages.

[15] American Community Survey 2010-2014.

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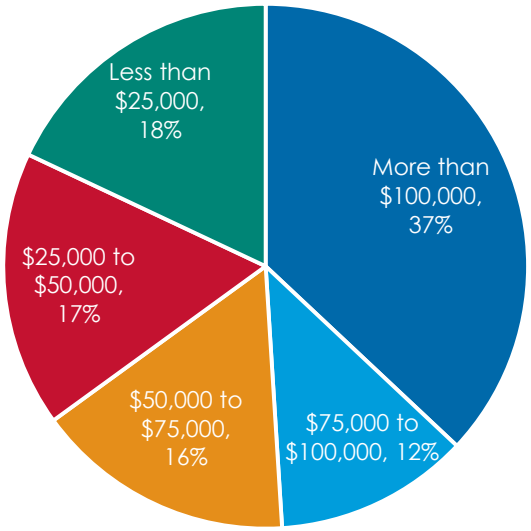
189,000, is located in Oakland. Other important job centers include Berkeley, Hayward, Fremont, Livermore, and Pleasanton.[16]

Alameda County also has one of the most diverse employment bases in the Bay Area, which allows the county to maintain a growing economy and be more resilient in economic downturns. In addition to the goods movement sector, which provides about one-third of the total jobs in the county, Alameda County is home to hubs of manufacturing, technology, education, and health care, among others.[17]

Income

After a period of decline between 2008 and 2011, incomes in Alameda County and throughout the Bay Area have begun to stabilize. Today, the median annual income for an individual worker is $42,700 in Alameda County, compared to $47,000 for the Bay Area. Similarly, the median household income in Alameda County is $72,100 per year, slightly less than that of the Bay Area.

Figure 3-5 Alameda County Annual Household Income (2014)



Compared to other counties in the state, per capita income in Alameda County is the eighth highest in California and 18% higher than the state overall. The largest share of households make more than $100,000 per year (37%), followed by less than $25,000 (18%), demonstrating stark income disparity for Alameda County residents. Over one-third of households make less than $50,000 per year. In a region where many residents experience an increasingly high cost of living, this poses a major challenge to ensure the transportation system remains accessible for all income levels.[18]

[16] Vital Signs, *Jobs*, http://www.vitalsigns.mtc.ca.gov/jobs.

[17] East Bay Economic Development Alliance, *East Bay Economic Outlook 2015-16*, http://www.eastbayeda.org/ebeda-assets/reports/2015/EastBayEDA_Economic_Outlook_FY15-16.pdf.

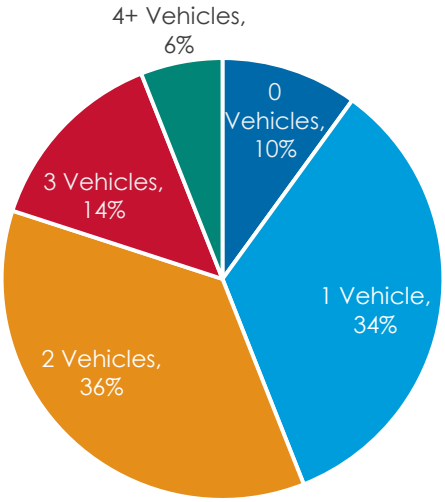
[18] American Community Survey 2010-2014.

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Vehicle Ownership

Most people in Alameda County have access to a personal vehicle (90%). In fact, more than half of households (56%) have access to two or more vehicles, and 10% of households do not have access to a personal vehicle at all.[19]

Figure 3-6 Household Vehicle Ownership (2014)



Changing Demographics and Impact on Transportation

Like the entire Bay Area, Alameda County is experiencing growth, both residential and employment. Alameda County is expected to be home to nearly 2 million residents (30% increase) and 1 million jobs (36% growth) by 2040. (See Chapter 4 for more information about growth in Alameda County.) With this growth, there are several demographic trends that will impact the demands placed on the transportation system. First, a higher share of residents will be over 65 years old which will require providing more services that cater to this more vulnerable portion of the population (see Figure 6-1 and discussion in Mobility for Seniors and People with Disabilities modal strategy).[20] Simultaneously, at the other end of the age spectrum, younger generations are showing changing preferences in their use of the transportation system.

Research shows that younger generations are shunning car ownership and adopting multimodal lifestyles at a higher rate than past generations. These preferences manifest in a reduced rate of car ownership and higher use of transit and other modes. The drivers' license rates among Alameda County residents decreased between 2005 and 2014, dropping from 88 licensed drivers per 100 people to 80

[19] American Community Survey 2010-2014.

[20] Plan Bay Area (2013-2040), adopted June 2013.

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licensed drivers. The sharpest decline was in people 30-34 years old, which declined 17% from 96 to 80 licenses per 100 people.[21] Ensuring availability of high quality transit service and other safe and convenient alternatives to driving will be essential to supporting these shifts.

[21] Alameda County Transportation Commission, *2016 Performance Report.*

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4 Transportation-Land Use Connection

Overview

In the Bay Area, worsening traffic congestion in a constrained urban environment, changing demographics, and significant population growth have required regional and local agencies to take new approaches to planning efforts to maintain the Bay Area's high quality of life and economic productivity. Transportation tools alone are no longer enough, the region must also look at the location, intensity and form of housing, jobs, and other activity centers to ensure high levels of accessibility.

Therefore, for over a decade, there has been an increasing emphasis on integrating land use planning and transportation investment decisions to allow more people to use transit, walk, or bike for their daily needs. The need to address climate change was also officially introduced into state law with the passage of California Assembly Bill 32 (AB 32, 2006) and Senate Bill 375 (SB 375, 2008), which mandate increasing coordination between land use and transportation planning to reduce greenhouse gas emissions.

Numerous Bay Area organizations have collaborated to respond to these new mandates. The partnership has been led by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG); other partners include Alameda CTC and jurisdictions throughout the Bay Area. Collectively these agencies have embarked on a process to examine relationships between land use policies, housing locations, job locations, and transportation policies and infrastructure throughout the Bay Area. The outcome of these efforts was the region's first Sustainable Communities Strategy (SCS), a coordinated regional land use vision that has been incorporated into the Regional Transportation Plan (RTP) under the title *Plan Bay Area*.

This chapter provides an overview of the legislative mandates and regional land use and transportation plans and policies that form the basis for a greater emphasis on coordinating transportation projects and programs with land use plans in Alameda County and the Bay Area.

State Policy Context

Assembly Bill 32 (AB 32): The California Global Warming Solutions Act

Passed in 2006, the California Global Warming Solutions Act (AB 32) mandates that greenhouse gas (GHG) emissions be reduced to 1990 levels by the year 2020.[22] AB 32 sets targets for each of the key sectors responsible for GHG emissions, including

[22] Assembly Bill No. 32, http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf.

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land use. The land use sector in the Bay Area must reduce its GHG emissions 7% by 2030 and 15% by 2035. The dominant means to achieve the land use target is reducing vehicle miles traveled (VMT) by cars and light trucks.

It is important to note that land use is only one component of the larger AB 32 strategy to reduce GHG emissions. The targets are aggressive, but acknowledge that due to the magnitude of the existing built environment and transportation infrastructure, change may occur more gradually than in other sectors.

Senate Bill 375 (SB 375): Redesigning Communities to Reduce Greenhouse Gases

Senate Bill 375, Redesigning Communities to Reduce Greenhouse Gases, passed in 2008, defines more concrete requirements and implementation steps to achieve the emissions reduction requirements outlined in AB 32. Namely, SB 375 highlights the connection between land use and transportation as a key component on the path to reductions in GHG emissions.[23]

While near-term development decisions lie mostly with local planning agencies, regional agencies play a major role in development of long-term land use visions and plans. SB 375 proposes a coordinated process between local and regional agencies to integrate the California Environmental Quality Act (CEQA), housing elements, and regional transportation plans. The ultimate goal is to encourage local governments, in coordination with regional planning agencies, to make land use and transportation planning decisions that support the goal of reducing GHG emissions.

SB 375 mandates that each of the 18 major metropolitan areas in California include a SCS in their RTP. Once a region's SCS is in place, certain projects that advance and share goals with the SCS will enjoy streamlined CEQA requirements and other benefits under SB 375. The process and outcomes of the Bay Area's RTP/SCS (Plan Bay Area) are described in the next section.

Regional and Local Policy Context

Regional

Plan Bay Area

Plan Bay Area is the long-range integrated transportation and land-use/housing strategy (SCS/RTP) that has been developed to forecast and plan through the year 2040 in the Bay Area. SB 375 requires that the Plan Bay Area accommodate future population growth in the region, while simultaneously reducing GHG emissions from cars and light trucks. The first Plan Bay Area was approved by ABAG and MTC in 2013

[23] Senate Bill No. 375, http://www.leginfo.ca.gov/pub/07-08/bill/sen/sb_0351-0400/sb_375_bill_20080930_chaptered.pdf.

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after a multi-year process of technical analysis and public outreach in each of the Bay Area's nine counties. MTC and ABAG are currently undertaking the first update to Plan Bay Area, called Plan Bay Area 2040; which is scheduled for adoption in 2017.

Plan Bay Area 2013 anticipated that the Bay Area's population will grow from about 7 million today to about 9 million in 2040. The Plan emphasized that accommodating this growth while reducing GHG emissions will require an intentional, synergized strategy for land use and transportation.

For land use, Plan Bay Area established a focused growth strategy that concentrates employment and housing growth in areas defined as "Priority Development Areas" (PDAs) while also designating "Priority Conservation Areas" (PCAs) to ensure the greenbelt surrounding our urban areas stays intact. Plan Bay Area presented a strategy for meeting 80% of the region's future housing needs in PDAs.

PDAs are development areas near transit with a variety of key characteristics. To qualify, a PDA must be an area within walking distance of frequent transit service that offers access to a variety of housing types, basic amenities, and services (e.g., schools, shopping, parks, recreation, etc.). Each PDA is categorized by the local jurisdiction into one of seven future "place types" using the typology from MTC's Station Area Planning Manual (2007), illustrated in Figure 4-1.

FOCUS Program

Planning for focused growth in the Bay Area precedes SB 375. ABAG developed the FOCUS program in 2006 to guide sustainable planning and development in the region. FOCUS was a voluntary, incentive-based program that invited local governments to identify PDAs—infill sites where greater density could be accommodated near transit stops—and PCAs—areas to be conserved—in their communities. MTC provided financial incentives to communities to prioritize development in their PDAs and to develop plans for the protections of PCAs through coordinated planning, purchase of land, or conservation easements.

The FOCUS program created a strong foundation for Plan Bay Area by establishing areas throughout the Bay Area that local communities had already voluntarily identified as appropriate places for targeted growth.

Plan Bay Area's transportation element (2013) specified how anticipated federal, state, and local funds will be spent through 2040 to advance goals of reduced GHG emissions, including maintaining and expanding the transportation network throughout the region. Maintenance and operations was forecasted to receive the bulk of funding (nearly 87%) including 54% for existing public transit; 32% for existing streets, roads, highways and bridges; 7% for transit expansion; and 5% for roadway expansion.[24]

[24] Plan Bay Area (2013-2040), adopted July 18, 2013, http://files.mtc.ca.gov/pdf/Plan_Bay_Area_FINAL/Plan_Bay_Area.pdf.

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Figure 4-1 MTC's PDA Place Types



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One Bay Area Grant Program

To fulfill the focused growth strategy outlined in Plan Bay Area, a variety of strategies are needed to support and encourage development in PDAs including funding, policies, and multi-jurisdictional coordination. In 2013, MTC created the One Bay Area Grant Program (OBAG)[25] to provide funding to advance the region's focused growth vision. OBAG prioritizes funding in PDAs to support cities willing to take on new growth. The region's Congestion Management Agencies play a large role in determining appropriate distribution of these funds.

MTC Resolution 3434

MTC Resolution 3434, the Transit-Oriented Development Policy for Regional Transit Extension Projects, establishes minimum thresholds for the number of housing units that must exist or be planned within one-half mile of transit stations in order for the transit project to receive regional discretionary funding. If a project does not meet the threshold, a working group is formed to determine if it is possible to increase the planned or existing density nearby. The thresholds only apply to those projects included in the Resolution when it was adopted in 2005.

Alameda County

Growth in Alameda County

Plan Bay Area projects the Alameda County population will continue to grow, reaching nearly 2 million residents by 2040. This represents the largest growth of all nine Bay Area counties, an increase of 30% over the 2010 population. Employment in Alameda County is also expected to grow substantially (36%) by 2040 to nearly 1 million jobs. PDAs are projected to take on a significant share of this projected growth over time, while designated PCAs will ensure preservation of Alameda County's open spaces.

Alameda County's PDAs

Alameda County has 43 locally-nominated PDAs, which vary in character, largely due to the county's diversity, but most are aligned along the county's major bus and rail corridors. These communities encompass a wide range of population densities, land use patterns, and employment opportunities and vary significantly in terms of the income, age, and race of their populations. The PDAs in Alameda County are summarized in Figure 4-2 and mapped in Figure 4-3.

[25] One Bay Area Grant Program: http://mtc.ca.gov/our-work/invest-protect/focused-growth/one-bay-area-grants.

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Figure 4-2 Summary of Alameda County's PDAs

Geographic Area	Number of PDAs	PDA Locations
North County	17	Alameda (2), Albany (1), Berkeley (6), Emeryville (1), Oakland (7)
Central County	12	Hayward (5), San Leandro (3), Castro Valley (1), San Lorenzo (1), Other unincorporated Alameda County/Ashland/Cherryland (2)
South County	7	Fremont (4), Newark (2), Union City (1)
East	7	Dublin (3), Livermore (3), Pleasanton (1)

TOD in Alameda County

In support of the regional focused growth vision and development in PDAs, Alameda CTC is working with local jurisdictions and transit agencies to encourage the creation of Transit-Oriented Communities (TOCs) and Transit-Oriented Development (TOD) through the Countywide Transit Plan. TOCs and TOD provide land use patterns and Complete Streets networks that concentrate destinations and people around transit facilities in a multi-use environment, which results in higher transit ridership and supports achievement of the goals in the CTP.

Benefits of TOCs include:

- Increasing transit mode share and ridership by clustering walkable districts, neighborhoods, and other places around existing transit services and planned transit investments.
- Improving pedestrian, bicycle, and local transit access to major transit corridors and stations, which makes transit service more accessible to major destinations and makes the choice to walk or bicycle to transit as easy as driving.
- Accommodating increased residents and jobs at a lower rate of emissions per person by creating options for living and working near transit stations and supporting the choice to walk or bike rather than drive.
- Supporting a state of good repair for transit, both directly and indirectly. Direct support can come through increased ridership that results from an increase in the density of jobs and residents within TOCs. This improves fare box return and value capture methods. Development around transit stations could provide funding for transit capital projects and/or operations and maintenance (e.g., transportation impact fees). Indirect support for state of good repair could result from the positive experiences that people have from living and working in a TOC and using transit; this could increase their level of support for funding mechanisms to invest in state of good repair.

Many of Alameda County's communities already include TOCs. Some of them were originally developed as neighborhoods and corridors served by streetcars or near

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commuter rail stations. Some are more recent, characterized by compact TODs surrounded by more disperse auto-oriented development. Many of these neighborhoods are captured in the PDA designations. The quality of TOCs will have an effect on deciding where transit investments should be made and the success of transit investments in attracting riders, and attracting funding from regional, state, and federal sources.

The Countywide Transit Plan's recommended framework for TOCs in Alameda County seeks to balance these relationships to support community values, the economics of development, and the need to invest public funds for transit wisely.

Priority Development Area Investment and Growth Strategy

As part of the OBAG program, Alameda CTC has also developed a *Priority Development Area (PDA) Investment and Growth Strategy*[26] that establishes to priority-setting process for distribution of OBAG funds and outlines a series of other strategies, policies, and programs to support PDA development in support of Plan Bay Area.

The Strategy guides the agency in supporting PDA development over a long time horizon. It includes several components:

- **PDA Inventory**: Catalog of existing conditions in the county's PDAs including housing and job growth projections and existing affordable housing policies
- **PDA Readiness Evaluation**: PDA readiness assessment that considers the extent to which planning has been completed and new housing and job growth is likely to occur within a PDA in the near-term
- **Housing Development Assessment**: Assessment of jurisdiction's performance in producing sufficient housing for all income levels through the Regional Housing Needs Allocation (RHNA) process (updated annually)
- **OBAG Priority-setting Process**: A process for prioritizing OBAG funding to support and encourage residential and commercial development in PDAs in both the near and long term
- **Funding Priorities**: PDAs prioritized for transportation capital investments during the current funding cycle
- **Funding Allocations**:
  - **Supportive Transportation Capital Investments**: Process and criteria used to select capital projects for funding and a list of funded projects
  - **PDA Planning and Implementation Funds**: Allocations for the Sustainable Communities Technical Assistance Program created by Alameda CTC to

[26] Alameda County PDA Investment and Growth Strategy: http://www.alamedactc.org/app_pages/view/10385.

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support activities such as PDA planning and implementation, implementation of Complete Streets policies, and smaller-scale bicycle and pedestrian technical projects in PDAs

- **Complete Streets and Housing Elements Status**: Status of adoption of Complete Streets elements and updates to General Plan Housing Elements for all cities in Alameda County
- **PDA Strategic Plan**: Describes how PDA growth and development can be supported and monitored in the longer term including how the Strategy is coordinated with other planning efforts
- **PCA Inventory**: Inventory of the PCAs within Alameda County, further described as follows

This strategy is a key repository and guide for Alameda CTC's ongoing efforts to improve the linkages between transportation and land use. Alameda CTC adopted its first *PDA Investment and Growth Strategy* in 2013, and has updated it annually in accordance with MTC requirements in 2014 and 2015.

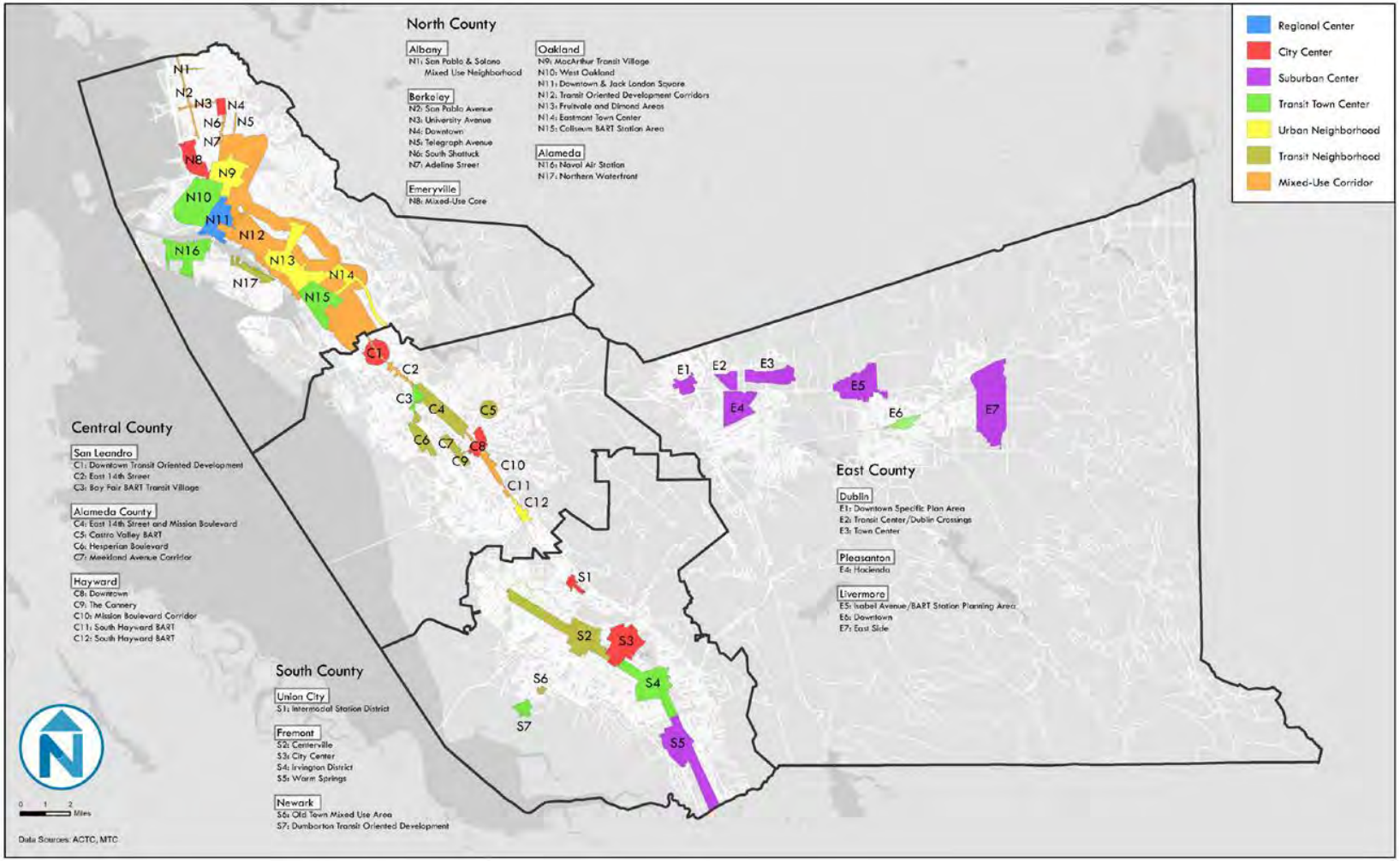
CTP and Land Use

As a key component to achieving shared sustainability goals, the CTP aims to acknowledge and strengthen linkages between transportation and land use in response to these regional and state policy mandates. This is reflected in several aspects of the CTP's development:

- **Goals**: The CTP has an explicit goal to create a transportation system that is "integrated with land use patterns and local decision-making."
- **Performance Measures**: Building off the goals, the CTP also incorporates land use concepts into its performance measures. Performance measures include employment accessibility, activity center accessibility, and equitable transit availability (see Chapter 2 for CTP goals and performance measures).
- **Demographic and Land Use Projections**: Finally, housing and employment projections are a critical component of the performance evaluation process for the CTP. To ensure alignment with the RTP, and support an environmentally sustainable future, the CTP uses the same focused growth projections as Plan Bay Area.

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Figure 4-3 Map of Alameda County's Priority Development Areas by Place Type



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Alameda County's PCAs

There are 16 PCAs in Alameda County, summarized in Figure 4-4. These include natural landscapes, urban greening areas, regional recreation areas, or agricultural areas of regional significance that have broad community support and an urgent need for protection.

Figure 4-4 Summary of Alameda County PCAs

PCA Type	Potential Needs for Protection	PCAs
Large open space areas in East and South County	▪ Land acquisition or easements to protect important habitat, watershed, recreational, and agricultural resources ▪ Public access improvements ▪ "Farm-to-market" and local food system infrastructure needs assessment and feasibility study	▪ Bethany Reservoir, East County ▪ Cedar Mountain, East County ▪ Chain of Lakes, East County ▪ Duarte Canyon, East County ▪ Potential Tesla Area, East County ▪ North Livermore and South Livermore Valley, East County ▪ Coyote Hills, South County
Hillside areas in North, Central and South Alameda County	▪ Land acquisition or easements to protect important habitat, watershed, recreational, and agricultural resources ▪ Public access improvements, including recreational trails	▪ Union City Hillside Area, South County ▪ South Hills, San Leandro Creek, North County [PCA has been protected] ▪ Leona Canyon Creek Tributaries, North County ▪ Ridgemont West, North County ▪ Butters Canyon, Peralta Creek, North County [PCA has been protected] ▪ Temescal Creek/North Oakland, North County ▪ Albany Hill, North County
Major multi-use greenways/trails and urban needs for conservation	▪ Right-of-way acquisition ▪ Trail planning, design, and construction ▪ Land acquisition or easements to protect important habitat, watershed, recreational, and agricultural resources	▪ East Bay Greenway, North, Central, and South County ▪ Potential Oakland Gateway Area, North County ▪ Bay and Ridge Trail Gaps ▪ Livermore Arroyos, Parks and Trails ▪ Oakland Natural Landscapes ▪ Oakland Priority Creek Trails ▪ Oakland Priority Creeks ▪ Oakland Priority Estuaries ▪ Oakland Recreational Trails ▪ Oakland Urban Greening

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5 The Transportation System Today

Introduction

Alameda County's transportation network plays a central role in supporting the region's economic vitality and overall livability. By way of its central location in the Bay Area, Alameda County's transportation system supports a significant share of the Bay Area trips made by all transportation modes, most notably automobile, transit, and goods movement. Alameda County is home to 3,600 miles of roadway comprised of six interstate freeways, multiple major state routes, and numerous arterials and local roads.[27] Vital accessibility is provided by transit in the county, including rail, bus, ferry, and shuttle services operated by both public and private entities. The Port of Oakland and Oakland International Airport serve as major gateways for goods transported throughout the Western United States,

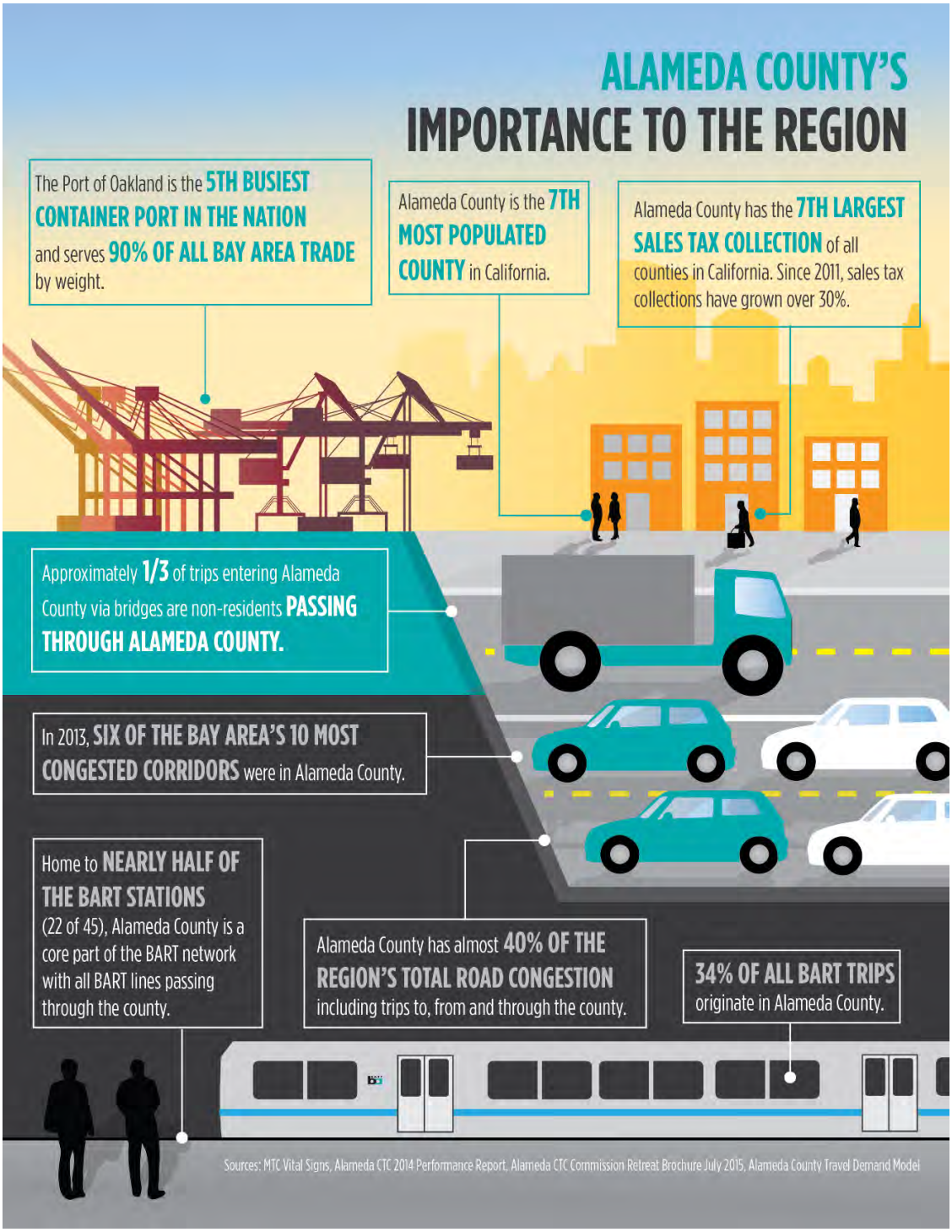
All transportation modes are important to serve the needs of residents and businesses in Alameda County and beyond. The interconnected multimodal system of highways and roads, public transit systems, and active transportation facilities combine to serve the transportation needs of people and goods within and through Alameda County. This chapter offers an overview of the existing transportation conditions in Alameda County.



[27] Highways in Alameda County: Facts, Challenges and Opportunities (fact sheet), 2015.

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Figure 5-1 Alameda County in Context



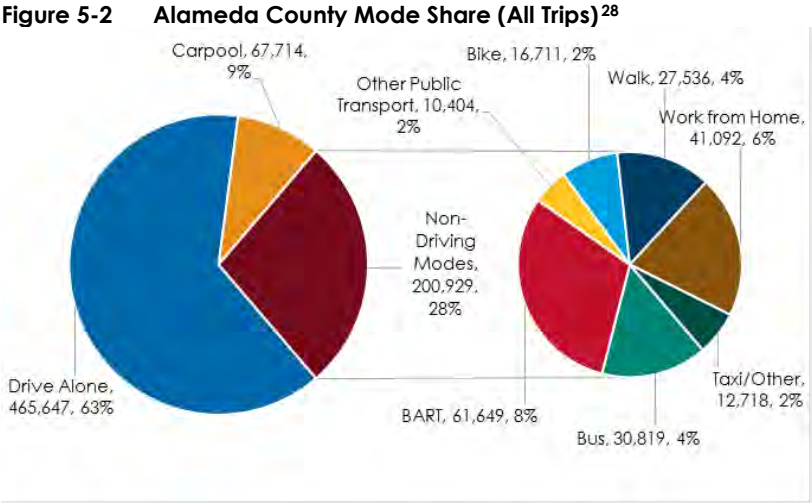
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How People Travel

Mode Share

Nearly 8 million trips are made in Alameda County each year. The overall mode share for these trips is shown below.

Figure 5-2 Alameda County Mode Share (All Trips)[28]



The majority of work trips are made by driving alone in an automobile (63%), for non-work trips, people are more likely to carpool and use active modes including bicycling and walking. Transit use makes up about 14% of work trips. The trend of work travel mode share changes over time is shown in Figure 5.2.

Transit Use

Alameda County is home to six public transit operators. In 2014, about 99 million riders boarded transit in Alameda County. Bus trips make up about 51% of annual transit boardings, followed by BART at 47% of boardings. Ferry and commuter rail combine for 2% of boardings.[29]

[28] Alameda CTC Performance Report (2015).

[29] Alameda CTC Performance Report (2015).

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Figure 5-3 Long-term Trends in Mode Share, Alameda County Residents[30]

	Mode Share				Difference in Mode Share		Mode Share Margin of Error
	2000	2005	2010	2014	2014 v. 2010	2014 v. 2000	2014
Drive Alone	66.4%	69.8%	66.9%	63.4%	-3.5%	-2.9%	0.9%
Carpool	13.8%	11.1%	10.8%	9.2%	-1.6%	-4.6%	0.5%
Bus	4.5%	4.6%	3.7%	4.2%	0.5%	-0.3%	0.5%
BART	5.3%	5.1%	5.8%	8.4%	2.6%	3.1%	0.4%
Other Public Transport	0.8%	0.8%	1.3%	1.4%	0.2%	0.7%	0.2%
Bike	1.2%	0.9%	1.4%	2.3%	0.9%	1.0%	0.2%
Walk	3.2%	2.9%	3.2%	3.8%	0.5%	0.5%	0.4%
Work from Home	3.5%	3.6%	5.9%	5.6%	-0.3%	2.1%	0.4%
Taxi/Other	1.3%	1.2%	0.9%	1.7%	0.8%	0.4%	0.3%

Active Transportation

Walking and bicycling are on the rise in Alameda County. The travel demand model estimates that over 1 million trips are made by walking or biking every day in the county, though this may not reflect actual numbers due to the travel demand model's tendency to underrepresent trips by these modes. The rate of bicycling to work has nearly doubled in Alameda County over the past 10 years.[31] Further, nearly every trip, regardless of mode, involves walking for some part of the trip, and therefore a safe and pleasant pedestrian environment is an important component of the transportation system.

Goods Movement

Alameda County is a gateway for the transportation of goods throughout Alameda County, the San Francisco Bay Area, Northern California, and the Western United States. The Port of Oakland and Oakland International Airport serve as the busiest seaport and airport in the Bay Area for goods movement. More than 17 million tons

[30] Alameda CTC Performance Report (2015), American Community Survey, Table B08006.

[31] MTC Vital Signs, Commute Mode, http://www.vitalsigns.mtc.ca.gov.

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of goods[32] and nearly 2.4 million shipping containers moved through the Port of Oakland in 2012 and 2014 respectively.[33] Overall, 99% of containerized cargo from Northern California passes through the Port of Oakland.

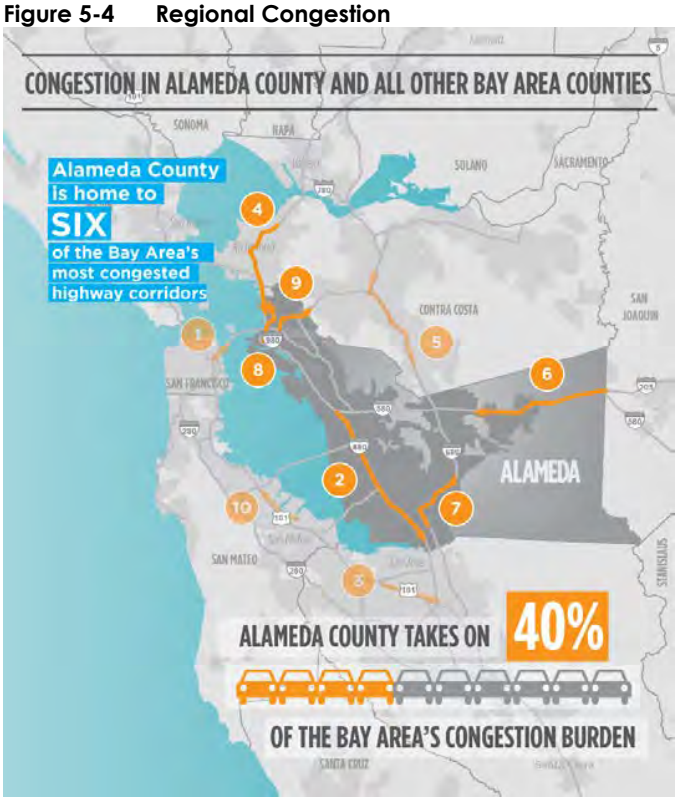
In addition to the Port of Oakland and Oakland International Airport, Alameda County's network of railroads, interstate highways, and arterial roads serve as key components of the Bay Area's goods distribution system. Freight movement by truck is a very important part of goods movement in Alameda County as about 72% of goods in tons are moved by truck.[34]

Roadway Conditions

Congestion

Due to its central geographic location within the region, Alameda County experiences a disproportionate share of the region's congestion. From 2000 and 2013, Alameda County has consistently shouldered about 40% of the region's congestion (in vehicle hours of delay).[35] Additionally, Alameda County has consistently been home to many of the region's most congested freeway segments, including, six of the Bay Area's 10 most congested corridors (see map, at right).

Figure 5-4 Regional Congestion



Source: MTC's Annual Top 10 Congested Corridors (2014).

[32] Alameda County/Regional Goods Movement Plan, *Final Technical Memorandum: Freight Forecast and Growth in Freight Demand*, http://www.alamedactc.org/app_pages/view/13783.

[33] MTC Vital Signs, *Seaport Activity*, http://www.vitalsigns.mtc.ca.gov/seaport-activity.

[34] Alameda County/Regional Goods Movement Plan, *Final Technical Memorandum: Freight Forecast and Growth in Freight Demand*, http://www.alamedactc.org/app_pages/view/13783.

[35] Congestion data sourced from MTC's State of the System reports (2000 through 2008). Vehicle hours of delay are not available from 2009 to 2012. 2013 congestion data sourced from MTC's 2013 Vital Signs Congestion Report.

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In addition to trips made by Alameda County residents, a significant number of trips are made to, from, and through Alameda County by non-residents. Today, the three bridges connecting to Alameda County facilitate approximately 412,000 trips on an average day. Of these, about 35% are estimated to be pass-through trips and 33% are estimated to be trips to Alameda County. The remaining 32% of trips are made from an origin in Alameda County.[36]

Pavement Conditions

Regional growth resulted in more use of Alameda County's roadways and bridges in 2014 than in prior years. In 2014, around 22% of the local streets and roads in Alameda County reported poor or failing pavement conditions (measured by pavement condition index (PCI) of "poor" or "failed").[37] Several cities have overall average pavement conditions considered "at risk" (i.e., PCI less than 60) including Albany, Berkeley, and San Leandro. At the other end of the spectrum, Union City and Dublin have PCIs exceeding 75, which is in the very good/excellent condition range.[38]

[36] Alameda CTC Travel Model.

[37] Alameda County Transportation Commission, *2014 Performance Report: State of the Transportation System in Alameda County.*

[38] MTC Pavement Condition Needs Assessment through 2040.

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Figure 5-5 2016 Pavement Condition Index by Jurisdiction[39]

Jurisdiction	2005	2006	2007	2008-9	2010	2011	2012	2013	2014
Alameda County	71	72	69	75	73	72	71	71	71
Alameda	64	60	64	63	72	67	66	68	67
Albany	60	66	63	60	58	56	58	55	56
Berkeley	58	61	60	58	61	58	58	58	58
Dublin	78	82	80	80	87	84	87	85	85
Emeryville	82	78	76	74	80	79	75	73	80
Fremont	71	68	66	64	63	63	63	67	69
Hayward	67	69	68	69	70	68	69	67	66
Livermore	80	79	77	77	80	78	76	77	76
Newark	78	69	67	71	68	75	76	76	76
Oakland*	52	61	57	58	54	60	61	58	56
Piedmont	66	69	67	72	72	74	67	67	67
Pleasanton	74	75	76	78	77	76	77	78	78
San Leandro	62	60	59	56	56	56	57	57	56
Union City*	76	75	75	79	80	78	80	79	83

Notes: Average PCI is based on a weighted average of functional classifications, with weighting based on centerline mile distance.

* PCI was correlated from an alternate scale prior to 2007.

Safety

The total number of injuries and fatalities from automobile crashes has remained fairly steady in recent years in Alameda County. Since 2006, between 72 and 106 fatalities were reported in Alameda County, with the exception of 2010 and 2011 with 64 and 59 fatalities respectively. In 2012, there were 309 injuries and 77 deaths from automobile crashes, including collisions with pedestrians and bicyclists.[40]

Performance Measurement

Many of the performance measures that were adopted for this plan (Chapter 2) encompass the information presented here. Future results for these measures are described in Chapter 8.

[39] Alameda CTC Performance Report (2015).

[40] MTC Vital Signs, *Fatalities and Crashes*, http://www.vitalsigns.mtc.ca.gov/fatalities-crashes.

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6 Modal Strategies

A. Public Transit

Introduction



Image from Nelson\Nygaard.

Public transit is one of the foundations of our transportation system. It provides numerous economic, environmental, and social benefits. A robust transit system can reduce household costs by enabling households to own fewer vehicles or go car free. High quality transit improves access to employment, education, health care, and other opportunities while enabling employers to have access to a larger pool of employees. More people using transit instead of driving improves air quality and reduces greenhouse gas emissions and energy consumption. Transit allows urban areas to accommodate higher densities where appropriate and reduces demand for parking, freeing up land for higher-value uses.

Successes

Robust Existing System

Transit service in Alameda County includes multiple modes (rail, bus, ferry, and shuttle) and is provided by a number of public and private operators. The two major operators in the county are San Francisco Bay Area Rapid Transit District (BART) and Alameda-Contra Costa Transit District (AC Transit), which account for the vast majority of transit usage (close to 95%), Union City Transit provides local transit service in Union City, and Livermore Amador Valley Transit Authority (LAVTA) operates WHEELS, which provides local bus service in Dublin, Pleasanton, and Livermore. The Amtrak Capitol Corridor and Altamont Corridor Express (ACE) Commuter Rail provide inter-regional service through Alameda County to other nearby cities and counties. The San Francisco Bay Area Water Emergency Transit Authority (WETA) provides ferry service from Oakland and Alameda to San Francisco and South San Francisco. Shuttles also play a significant role in the county's transit network, as they often bridge gaps between employment centers, medical or educational institutions, shopping centers, and BART.

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New Services and Ridership Growth

Alameda County's transit system has experienced some notable successes in Alameda County in recent years which illustrates the strengths of the current system and sets the stage for future growth.



Image from Nelson\Nygaard.

- Transbay ridership has grown significantly on both BART and AC Transit Transbay service - 24% on BART between 2010 and 2014 and 20% on AC Transit between 2013 and 2015.
- Measure BB enables AC Transit to expand service hours for all vehicles, given the number of hours that each vehicle provides service, by approximately 14%.
- AC Transit is constructing the first full Bus Rapid Transit (BRT) route in Alameda County along International Blvd. (see Technology and Innovation section for more information).
- BART now directly serves Oakland International Airport with a fixed-guideway (a line anchored by capital infrastructure such as overhead wires, or in this case, rail investment) connection that operates between the Coliseum BART Station and Oakland Airport. This project received significant funding from Measure B.
- BART is completing construction of an extension from the Fremont station to a new station in Warm Springs South Fremont; this extension is scheduled to open in late 2016 or early 2017.
- Future transit expansions are currently under environmental review including extending BART to Livermore/ACE and ACE Forward, as well as many station area improvements planned throughout Alameda County.

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Countywide Transit Plan

Alameda CTC has developed a Countywide Transit Plan to help Alameda County realize its vision to "create an efficient and effective transit network that enhances the economy and the environment and improves quality of life." This plan is designed to complement and support specific planning efforts completed or underway in the County.





Images from Nelson\Nygaard.

The Transit Plan targeted a set of improvements in the 14 corridors that are most likely to carry some of the strongest future demand for transit. The identification of these corridors can serve primarily as a guidepost for maximizing future transit investments in the county. The Transit Plan also outlines a set of network recommendations with the types of improvements that can enable fast, frequent, and reliable service to capture ridership demand and address the unique needs of each corridor. (All recommendations are provided on a corridor level, and route alignments and stop placements will require extensive further evaluation by operating agencies and local jurisdictions before implementation.)

This plan reflects a collaborative effort among the diverse stakeholders who are invested in improving the future of transit in Alameda County including transit and paratransit operators and users, local jurisdictions, and the general public.

Regional Transit Partnerships

In recognition of the need for transit to serve anticipated growth, increasing attention and resources are being directed to the challenges transit faces. Several studies have been completed and/or are underway, and regional partnerships have formed to start tackling the toughest issues for transit competitiveness and sustainability — examples include the MTC Transit Sustainability Project and Transit Performance Initiative,[41] the MTC Core Transit Capacity Study,[42] LAVTA Wheels

[41] http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/transit-21st-century/transit.

[42] http://mtc.ca.gov/our-work/plans-projects/other-plans/core-capacity-transit-study .

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Comprehensive Operations Analysis, the Capitol Corridor Vision Plan, the WETA Strategic Plan, BART's extension to Livermore/ACE, the Dumbarton Corridor Study, and the AC Transit Plan ACT, which includes a Major Corridors Study (MCS) and Service Expansion Plan.[43] The MCS and the Countywide Transit Plan are developed in alignment with each other.

Trends and Challenges

Alameda County has significant existing transit service and conditions that are supportive of higher transit ridership, yet many challenges remain to realize this ridership potential in support of the Alameda Countywide Transportation Plan goals.



Image from Nelson\Nygaard.

Alameda County Has a Strong Overall Transit Market

The majority of communities in Alameda County have strong transit markets, both now and in the future. Transit markets reflect population and land-use characteristics that can determine the likelihood of trips being taken by transit. Transit market strength was analyzed for the Transit Plan using a Transit Competitiveness Index (TCI) tool. The TCI assessment examined all travel markets and showed an overall transit-competitive market for travel within, into and out of Alameda County.

Looking forward, transit is projected to become increasingly attractive for work and non-work trips throughout the county. The 2010 baseline showed approximately 54% of all trips and 43% of work trips are in transit competitive markets, whereas by 2040 these percentages are expected to rise to 58% and 48% respectively.

While a significant number of existing transit routes in Alameda County operate in strong transit markets, the ridership on these routes does not fully reflect the high potential for transit use. Capturing the trips in these underperforming transit markets is critical to increasing transit ridership in the county and was one of the primary areas of focus of the Transit Plan.

[43] http://www.actransit.org/PLANACT/.

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Issues and Opportunities

While Alameda County has market conditions supportive of a greater share of transit trips, there are significant obstacles to overcome. The following facts provide evidence that improvements are necessary system-wide:

- **Strong transit markets are not resulting in strong transit ridership**: Despite the high overall transit competitive markets shown by the TCI analysis, transit currently captures only 11% of commute trips in the county (Chapter 5).
- **Decade-long trend of flat intra-county bus ridership growth:** Bus ridership within Alameda County declined between 2006 and 2012 and then remained relatively flat until 2014. However, in the transit markets where transit service is frequent, reliable, and highly competitive with vehicle travel times, such as the East Bay-San Francisco Transbay corridor, transit ridership has grown significantly.
- **Rate of ridership growth is not keeping pace with increasing operating costs:** The cost of providing transit service is increasing faster than inflation and outpacing any growth in ridership and fare revenues. Higher operating costs combined with fluctuations in transit funding and revenues have necessitated cutbacks in service which have a negative impact on ridership.
- **Bus speeds and reliability could worsen if no action taken**: Buses stuck in traffic cause longer travel times and unreliable service for customers; this affects both ridership and the financial sustainability of the bus operators. Increasing roadway congestion threatens to increase bus delay and worsen on-time performance. In order to address this trend it is critical to develop ways for bus service to avoid the unpredictability of congestion and road incidents.

Growth

Compounding the existing transit challenges, population and employment are forecast to continue their growth by more than 30% and 36% respectively by 2040. Improving transit's share in the overall transportation market is a fundamental component that will be required to accommodate increases in population and changing mobility needs that are increasing the popularity of transit.

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Needs

The Countywide Transit Plan presents ways in which Alameda CTC can help improve the transit system and service for the future by focusing improvements in areas that have the greatest potential to increase transit ridership. The best opportunities to improve transit performance and increase transit ridership include:



Bus bulbs, like this one in Ottawa, improve the flow of traffic overall.

Image from Nelson\Nygaard.

- **Address geographic and temporal gaps in service:** While transit service generally covers a large area in Alameda County, gaps in hours of operation, frequency of service, and the amount of service on a route can deter ridership growth.
- **Increase speed, frequency, and reliability for bus transit**: For bus corridors identified in the vision Transit Network a variety of potential improvements can improve performance; examples include:
  - Adding an approach to a signalized intersection, known as a "queue jump"
  - Adding "transit lanes" which allow transit to efficiently operate and can be applied during peak periods or all-day; or combined with peak period parking restrictions to avoid taking a lane of travel
  - Retiming traffic signals to prioritize bus flow known as "transit signal priority"
- **Improve transit integration and coordination**: For a transit system to be successful, it needs to have both physical and institutional integration that allow the customer to experience a seamless transit trip. Improving coordination between operators can makes travel more convenient and less costly.

Vision for the Future

Transit Network Recommendations

The Transit Network Recommendations in the Countywide Transit Plan resulted from an in-depth analysis of future travel (year 2040) for 14 study corridors shown to be among the strongest transit markets in the county. Investing in fast and frequent transit service in these corridors is estimated to result in the largest benefits to the network. The Countywide Transit Plan will provide a comprehensive set of

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recommendations for better integrating all tiers of transit service into a fully functional, effective, and efficient transit network.

The Transit Plan network recommendations also included an evaluation of near- and long-term cost and service delivery impacts on Americans with Disability Act (ADA) Paratransit services. This evaluation identified opportunities and strategies to more effectively meet Alameda County ADA Paratransit requirements and other accessibility needs in conjunction with the implementation of the proposed Transit Network Recommendations.

Transit Tiers

The Transit Plan created a transit tier structure consisting of five tiers that form the transit network in Alameda County. Tiers are not intended to denote priorities, rather they are used to describe distinct characteristics of types of transit service. The tiers are shown and described below.

Figure 6-1 Alameda County Transit Tiers



- **Inter-regional –** Longer distance lines, usually greater than 40 miles, such as Amtrak Capitol Corridor and ACE Commuter trains
- **Regional Express –** Service connecting Alameda County with adjacent counties, such as BART and AC Transit Transbay Service
- **Urban Rapid –** Higher capacity routes connecting major nodes, which in Alameda County would likely be bus rapid transit (BRT) routes
- **Local Frequent –** Local bus service along corridors with dispersed origins and destinations

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- **Community Connector –** Service providing community access in less productive areas that can include shuttle services that provide connections between a major transit service and the first and/or last mile of a trip, known as "first and last mile connections"
- **Streets Plus –** All land use characteristics supportive of the remaining transit tiers occurs on our streets network and includes pedestrian and bicycle transit supportive infrastructure, park-and-ride services, and traffic signals, among others.

How to Make Transit Tiers into Transit Oriented Communities

The Transit Plan tiers provide a guidepost for matching appropriate transit improvements to the diverse travel corridors throughout the county; the tiers also offer an important complement for furthering County land use goals. The Transit Plan includes detailed guidance for local jurisdictions on how best to enable Transit Oriented Development (TOD) along the corridors identified in the plan.

Transit Corridors

While every tier in the transit network is critical, the Transit Plan has highlighted the fact that the **Regional Express** and **Urban Rapid** tiers represent the highest potential for improving transit service quality for the most people and thereby increasing ridership throughout Alameda County.



Image from Nelson\Nygaard.

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Regional Express Tier Corridors

BART Corridor:

- **Livermore—Dublin/Pleasanton** to San Francisco/Daly City

Ferry Transit Corridors:

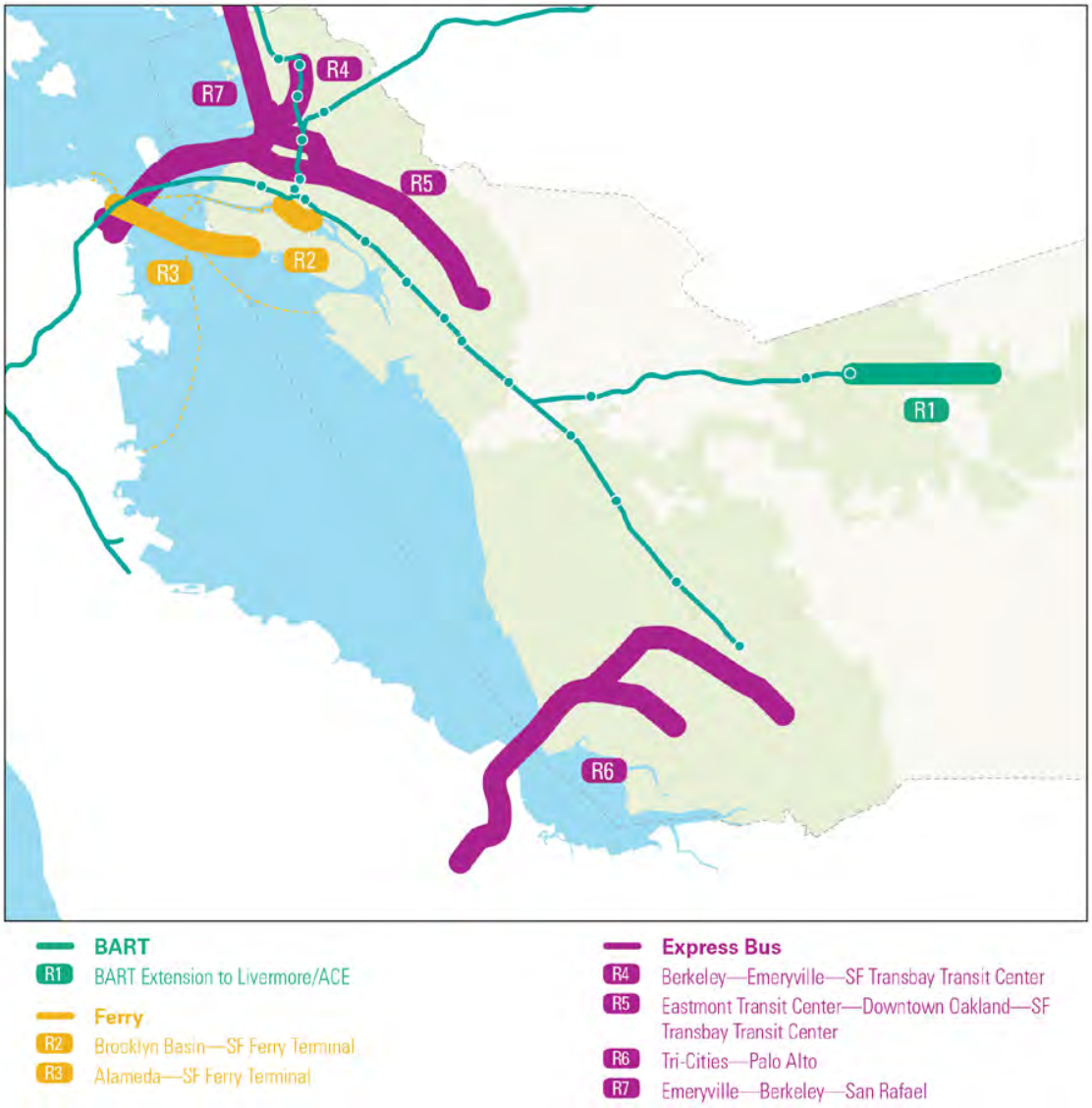
- **Brooklyn Basin—SF Ferry Terminal**: Oakland to Alameda to San Francisco with an extension to Brooklyn Basin (includes Estuary). Brooklyn Basin may also be served by improved bus transit to the existing ferry terminal at Jack London Square as part of Urban Rapid service described as follows.
- **Alameda to SF Ferry Terminal:** Alameda to San Francisco with a new terminal at Alameda Point in addition to the Harbor Bay terminal.

Transbay Surface Corridors:

- **Berkeley—Emeryville—San Francisco Transbay Transit Center:** This route provides Transbay service from Berkeley and Emeryville (generally conforms with AC Transit Route F).
- **Eastmont Transit Center—Oakland—San Francisco Transbay Transit Center:** This routes services the Maxwell Park and Laurel Districts via MacArthur/Grand to downtown Oakland and San Francisco (generally conforms with AC Transit Route NL).
- **Tri-Cities—Palo Alto:** Enhanced improvements in the Tri-Cities area of southern Alameda County serve the Transbay market to Palo Alto (generally conforms with AC Transit Routes U, DB, and DB1).

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Figure 6-2 Regional Express Tier Corridors Map



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Urban Rapid Tier Corridors



Image from Nelson\Nygaard

- **Emeryville—Bay Fair BART Station:** Downtown Oakland-International Blvd. District to San Leandro (generally conforms with AC Transit Route 1R), but potentially extends service to Emeryville
- **Richmond Parkway Transit Center—Jack London Square Amtrak**: From Richmond to downtown Oakland via San Pablo Avenue (generally conforms with AC Transit Route 72R)
- **Berkeley—Brooklyn Basin:** Downtown Berkeley to downtown Oakland and with a potential extension to Brooklyn Basin (generally conforms with AC Transit Route 1R)
- **Berkeley—Fruitvale BART:** Downtown Berkeley via College/Broadway to downtown Oakland and Alameda connecting to Fruitvale BART with an extension to serve Alameda Point (generally conforms with AC Transit Route 51A/51B)
- **Bay Fair BART—Union City BART:** Connecting San Leandro, Hayward, and Union City via Hesperian Boulevard (generally aligns with AC Transit Route 97)
- **Bay Fair BART—Warm Springs BART:** Connecting San Leandro, Hayward, and Fremont via Mission Boulevard (generally aligns with AC Transit Route 99)
- **West Dublin BART—Livermore ACE:** To Los Positas College and downtown Livermore via Stoneridge Mall Rd, Dublin Blvd., North Canyons Parkway and Portola/Livermore Avenue (realignment of existing Rapid service contingent upon proposed extension of Dublin Boulevard)

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Figure 6-3 Urban Rapid Tier Corridors Map



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Complementary Strategies for Transit Network Recommendations

In order to accommodate anticipated population and job growth in Alameda County and achieve greenhouse gas emission goals, the vision transit network developed by the Transit Plan is an absolute necessity. To compliment this vision ongoing efforts and partnerships will be needed to further the following strategies:



Image from Nelson\Nygaard

Inter-regional strategies

- Conduct rail study to address needs of passenger and freight rail

Regional Express strategies

- Target resources to expand Transbay capacity
- Enhance interagency coordination
- Refine corridor plans through clearly defined improvements
- Establish an integrated fare structure
- Develop a regional coordinated schedule across all operators
- Develop programs to reduce costs for transit operators

Urban Rapid strategies

- Enhance interagency coordination to focus transit oriented investments and development along transit corridors
- Provide common information tools

Local Frequent/Community Connector strategies

- Improve access for persons with disabilities in conjunction with fixed route service improvements
- Explore public private partnerships to expand transit network

Streets Plus strategies

- Strengthen inter-modal connections among buses, trains, and alternative modes through targeted roadway and mobility improvements.
- Encourage transit oriented planning along Vision transit network corridors

In summary, The Alameda County transit market shows strong potential for transit use that is significantly higher than actual use. Population and employment growth will only make this potential higher. The Transit Plan outlines a framework of potential improvements that allow transit to fulfill its promised potential. This approach is fundamental to meeting Alameda CTC and the region's economic and environmental goals.

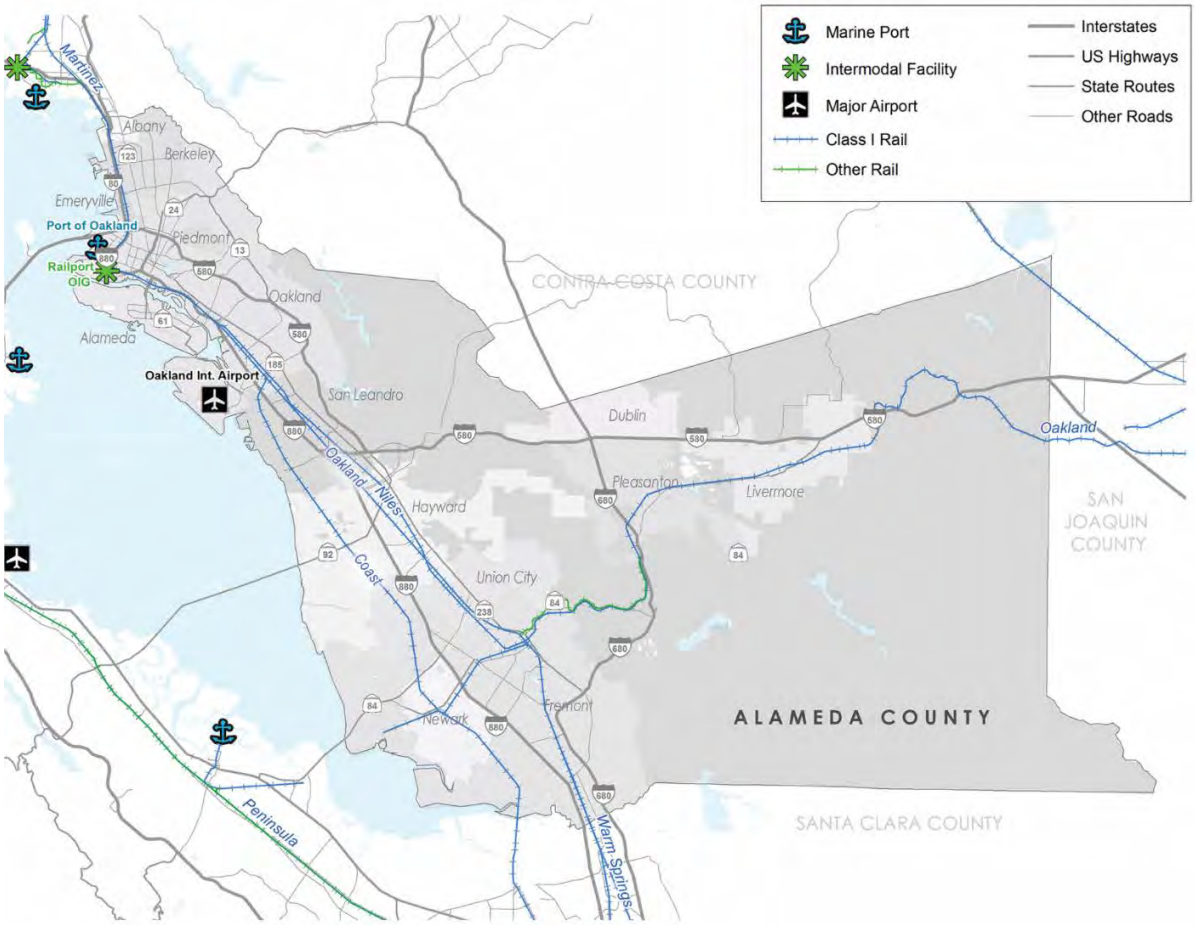
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B. Goods Movement

Introduction

Alameda County enjoys one of the most strategic trade locations in the world, and with its connections to national and international markets, the County serves as a natural hub for goods movement throughout the Bay Area, the surrounding Northern California mega-region, and many parts of the nation. Alameda County provides most of the critical goods movement infrastructure that the rest of the region relies upon to bring goods to and from international and national marketplaces; this includes the Port of Oakland (the Port) which is the 5th largest container port in the nation, Oakland International Airport, and rail and highway infrastructure.

Figure 6-4 Map of Alameda County's Multimodal Goods Movement Infrastructure



Economy and Employment

Goods movement is critical to the County's economy, with about one-third of its employment coming from goods movement-dependent industries; industries such as

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manufacturing, transportation and warehousing, construction, and retail and wholesale trade. Jobs in the transportation, warehousing, and logistics industries provide critical middle-wage jobs with low educational barriers to entry and career advancement potential.

Supply Chain

Goods movement in Alameda County includes diverse elements of the supply chain—everything from local trucks delivering groceries to area residents, to electronics components that serve as inputs to the County's and region's manufacturers, to California-produced wine, nuts, and cheeses that utilize the Port of Oakland as an agricultural export gateway.

Critical Infrastructure and Connections for Moving Goods

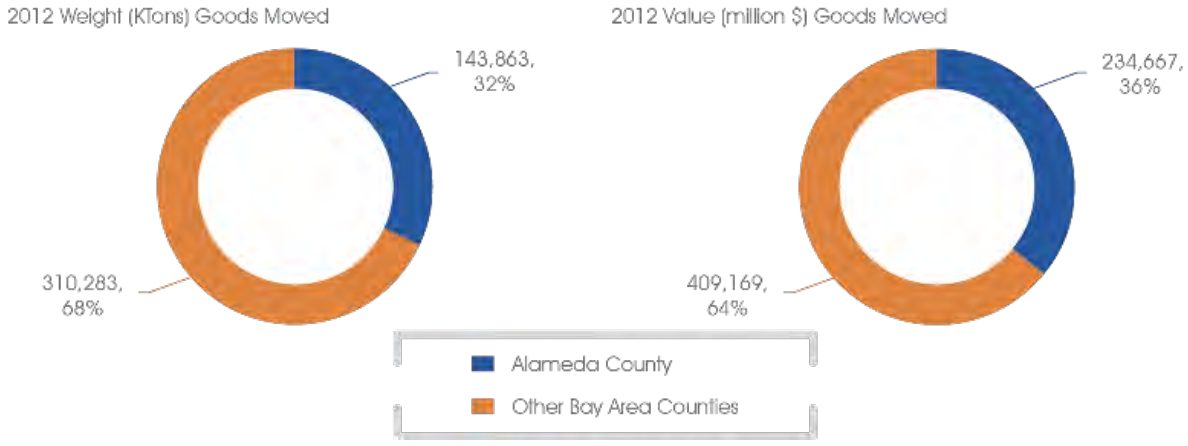
Thirty-two percent of all goods movement by weight (36% by value) in the nine-county Bay Area region has an origin or destination in Alameda County, or uses the County's international gateway infrastructure. An even higher percentage of goods use the County's major highways and rail lines, moving between the Bay Area and the rest of the U.S., supporting the region's growing consumer and business base. The Port of Oakland, its rail yard, and Oakland International Airport are situated centrally to all of the major rail and interstate networks that transport goods to and from the Bay Area, including Union Pacific Railroad (UP) Martinez, Niles, and Oakland rail subdivisions and nearly every interstate highway in the Bay area (except I-280). In short, Alameda County's transportation infrastructure provides critical connections for moving goods between the Bay Area and the rest of Northern California and the rest of the nation.

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Figure 6-5 Port of Oakland Sphere of Influence



Figure 6-6 Alameda County Goods Movement in Context of Bay Area



Source: Cambridge Systematics, Inc.

Quality of Life

While goods movement is a significant part of the Alameda County and Bay Area economy, it is also an integral component of everyday life in each district and neighborhood. Residents and businesses depend on the smaller scale goods movement infrastructure: online orders are delivered to homes and local business

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sites; and small- and medium-sized stores are supplied by mid-sized delivery trucks. Likewise, local communities are affected by the negative impacts to air quality, noise and vibration disturbances, light pollution, and impacts to safety, especially for pedestrians and cyclists.

The challenge for goods movement planning is to harness the economic engine of freight and related industries while keeping sight of its purpose for improving every day quality of life and maximizing the economic impact in a sustainable manner for our environment and our communities.

Successes

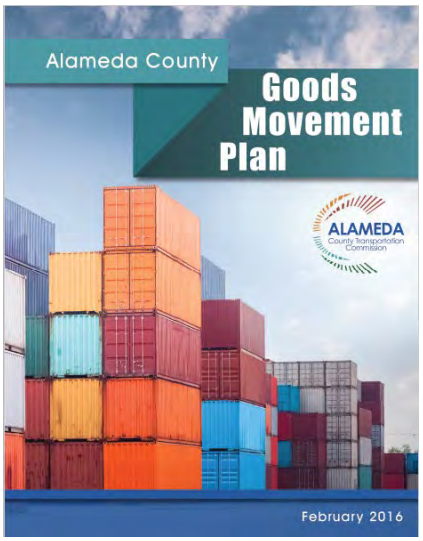
Such a balance can be found, as evidenced by recent successes.

Air Quality Improvements

Recent air quality improvements have been achieved through a partnership of the Port, Bay Area Air Quality Management District, and the California Air Resources Board. In 2005, diesel particulate matter (DPM) concentrations in West Oakland were almost three times higher than the average for the San Francisco Bay Area. DPM emissions were reduced 70% between 2005 and 2012, despite a 3% increase in container volumes. The Port is on track to exceed an 85% reduction target of DPM by 2020. Construction of shore power infrastructure, "no idling" signage along port roadways, new cleaner technology-based trucks and locomotives, and use of reduced sulfur fuel contributed to these gains.

Oakland Army Base Redevelopment

Phase I of the Oakland Army Base Redevelopment, currently under construction, successfully planned, designed, and gathered the necessary $500 million in funding for several improvements, including a new rail manifest and support rail yard, a new bulk marine terminal, 1 million square feet of new warehouse space, new roads and utility infrastructure, soil stabilization and environmental remediation, and a new recycling center.



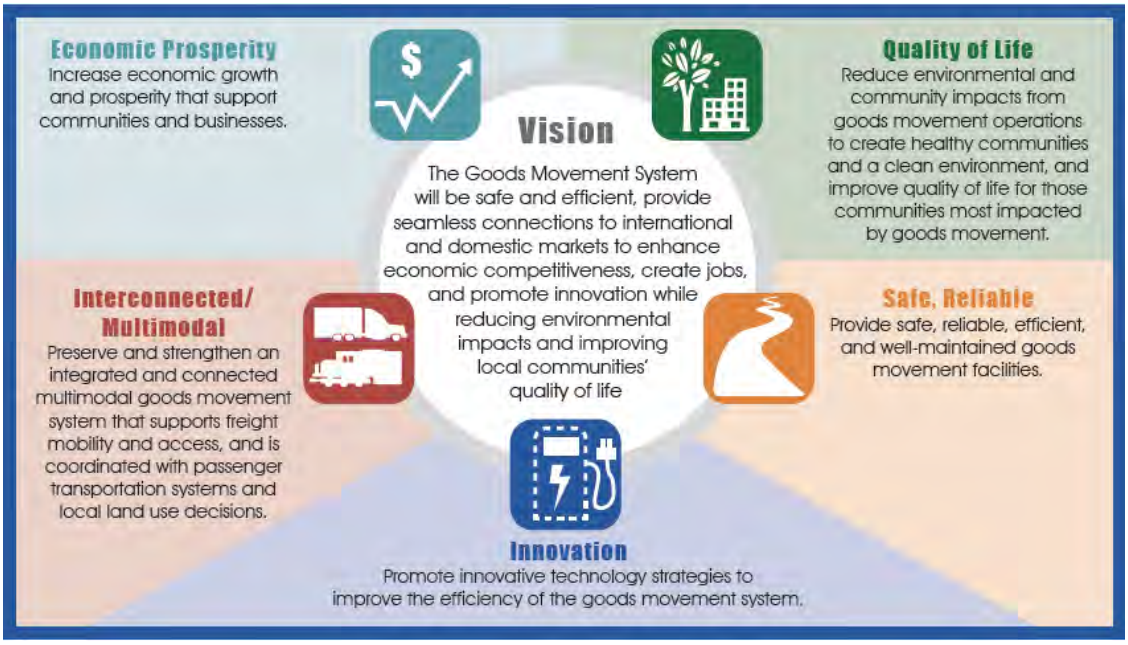
Countywide Goods Movement Plan

In 2016, Alameda CTC adopted its first ever Alameda County Goods Movement Plan which feeds into the 2016 CTP. The Goods Movement Plan is designed to take advantage of the economic opportunities provided by goods movement for both the County and all of Northern California while continuing to make progress in achieving quality of life goals. The vision and

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goals for the plan are shown below, and its content is further described later in this chapter.

Figure 6-7 Goods Movement Vision and Goals



Source: Cambridge Systematics, Inc.

Trends and Challenges

Goods movement faces several challenges in moving forward into the future.

Port of Oakland Competitiveness, Growth, and Efficiency

The Port of Oakland is the fifth largest container port in the U.S. If it can address several critical operational issues and take advantage of the opportunity to provide new services to shippers associated with the redevelopment of the Oakland Army Base, it can improve its efficiency and achieve a higher competitive standing among other ports on the West Coast of North America. The Port of Oakland has sufficient marine terminal capacity to realize significant growth, and the economic benefits to the County and the nation of being able to service this growth are significant. These economic benefits will be enhanced through the development of modern logistics facilities at the Oakland Global Logistics Center (the Oakland Army Base redevelopment), which can be used to create new jobs through the provision of value-added logistics services. Bay Area international trade volumes are expected to grow from 66 million tons in 2012 to 159 million tons by 2040. The value of these goods is expected to grow from $156 billion to $455 billion in the same time frame.

The new era of bigger post-Panamax ships cause operational bottlenecks that need to be resolved. A large vessel offloads in one day the same amount that a terminal once typically handled over the course of two to three days. Operational issues result in truck queues outside the terminal gates, increasing the amount of time it takes trucks to pick up or drop off a load. Truck turn times from the entrance gate to exit gate are more than 60 minutes for up to 50% of the trucks. Outside of the gates, trucks now wait two to four hours. Whereas truckers were previously making three to four turns at the Port per day, they are now making two turns. At-grade railroad crossings in the Port further slowdown the turnabout of trucks. At Maritime Street both at-grade crossings (one near 7th Street and the other near Middle Harbor Road) can simultaneously be blocked by one train.

As part of the Oakland Global Logistics Center, now under construction, some of these issues are to be resolved. Pressure on truck operations will be reduced through expanded intermodal rail terminal capacity, increased nearby warehousing capacity for the process of transferring cargo from ships to other modes and vice versa, and expanded cold storage and agricultural product terminals, as well as a variety of truck services nearby.

Competing Demands and Congestion on Highway and Rail Corridors

Moving people and goods safely and efficiently is critical for our local economy and communities. Both highway and railroad corridors provide for shared use between passenger and goods movement. Most of the highway corridors in Alameda County experience high levels of peak-period congestion and poor reliability with particularly poor performance on segments of I-80, I-580, I-680, and I-880. While trucks generally try to avoid peak periods, the trips of trucks traveling on these corridors are long enough that it has become increasingly difficult to avoid the peak periods. On the roadway system, there are a number of locations along I-880 and I-580 that have particularly high levels of truck-involved crashes that may be related to operational deficiencies and interchange modernization needs in the corridors.

If traditional rail routing patterns are maintained, there will be insufficient capacity on the UP's Martinez Subdivision from Oakland to Richmond, the busiest rail segment in Northern California. This corridor has limited potential for capacity expansion. However, the rail route south of Oakland, through Niles Canyon and the Altamont Pass, could be expanded to meet future demand. Improvements in the southern rail route could help address highway congestion and emissions by diverting cargo from trucks to trains, while at the same time creating more capacity for commuter rail service expansion, which is a key component of this plan.

Conflicts for Goods Movement in Communities

A substantial amount of goods movement occurs on local streets and roads throughout Alameda County, and this creates challenges and conflicts as large

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trucks need to move through local neighborhoods. Specific geographic issues include connectivity to I-580 from the industrial warehouse area in Pleasanton, access to the Fremont industrial area from Mission Boulevard, lack of connectivity between East County and other areas of the county, need for better connectivity to/from the I-880 West industrial areas, and growing amounts of trucks in neighborhoods and commercial areas as a result of e-commerce.

In recent years, there has been a movement throughout the country to develop Complete Streets plans to accommodate all modal users. However, at this time, most of the Complete Streets guidance and standards provide little information about how to accommodate goods movement. This is creating modal conflicts between goods movement and transit, bicycles, and pedestrians on a number of the County's arterial routes. Truck conflicts with other modes are also an issue on rural roads where farm-to-market truck traffic conflicts with growing commuter volumes and recreational cycling. The multimodal arterial plan attempts to resolve some of these conflicts by prioritizing different modes on different streets, when possible.

The movement towards urban development that is more compact and transit-accessible has also created land use conflicts along existing goods movement corridors in older industrial areas that are undergoing redevelopment. There also is a growing need for truck parking in and around the County's major freight hubs and warehouse centers.

Improving Air Quality and Reducing Health Impacts

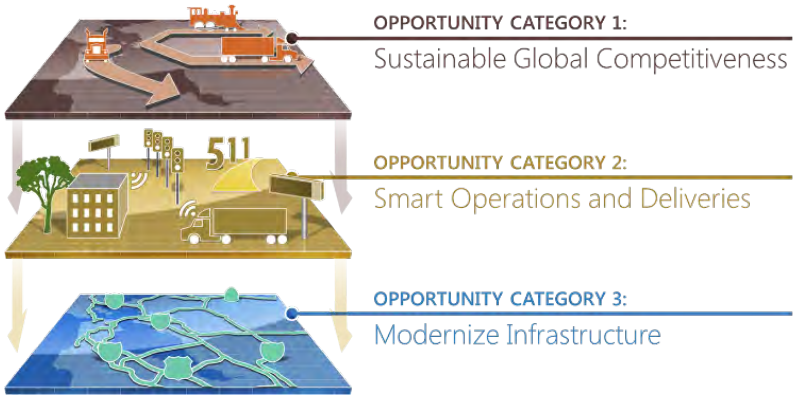
Safe, clean, and community-supportive goods movement projects and programs are essential to the well-being of our local communities. Emissions from goods movement can create significant health risks, and exposure to noise and light also can adversely affect the health and well-being of residents. Particulate matter and nitrogen oxides are the two pollutants most associated with truck, rail, and ship pollution. Fortunately, in recent years, the risks attributable to these two pollutants have dropped significantly in the Bay Area, in large part due to emission regulations, focused efforts to control emissions by the Port of Oakland, and technological advancements. Due to current regulations, fine particulate matter emissions from on- and off-road motor vehicles are expected to decline significantly until 2020. However, despite tremendous strides in pollution reduction, communities in West Oakland, along with several others along the industrial corridors of Alameda County, suffer from health impacts due to Port operations and proximity to other goods movement activities and non-goods movement activities (e.g., auto traffic on freeways next to these communities that is not goods-movement related). Improving conditions for these most impacted communities is a core focal point of the Goods Movement Plan.

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Needs and Opportunities

In pursuit of the vision of the Goods Movement Plan, Alameda CTC developed three main opportunity themes, each of which are crucially important to the success of this vision. Strategic projects, programs, and policies are combined into "opportunity categories," where the strategies are linked to produce even greater benefits than could be achieved by individual projects.

Figure 6-8 Opportunity Themes for Goods Movement in Alameda County



Source: Cambridge Systematics, Inc.

Opportunity Category #1: Sustainable Global Competitiveness

Building on the unique combination of assets around the Port of Oakland and Oakland International Airport, the redevelopment of the Oakland Army Base focuses investments to improve this complex as a world-class logistics hub. Improvements will support the types of logistics activity most likely to create middle-wage jobs for local residents. A critical element of the infrastructure improvements involves improved rail connections and multimodal operations, with potential to remove over a thousand trucks per day from the most congested freight highway corridors. Technology and operational strategies also are included to reduce impacts of goods movement activity on the health, safety, and quality of life in neighboring communities.

Opportunity Category #2: Smart Deliveries and Operations

Through maximum use of Intelligent Transportation Systems (ITS), connected vehicles, and other technology solutions, we can more efficiently use existing roadway capacity. Embracing new technologies and operating practices will lead to a more sustainable freight system, as well as innovative practices that can help manage local traffic and reduce conflicts. Taking advantage of the innovation economy and technology sectors in the Bay Area, the County can be a national leader by making them an integral provider of the systems needed. Additional efficiency gains on the existing system can be achieved through innovative logistics practices, incentives to

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building owners to encourage off-peak deliveries, and extended gate hours at the region's ports.

Opportunity Category #3: Modernizing Infrastructure

Modernizing the backbone of the freight infrastructure is an opportunity for improvement at the heart of the goods movement plan. Strategies focus on modernizing the road network in industrial corridors, improving safe access to industrial corridors and facilities, reducing land use conflicts along freight corridors, and improving last-mile truck routes and rail connections to existing and emerging industries. Continued growth of e-commerce changes the landscape of retail and last-mile delivery needs, and the importance of pavement conditions and roadway alignments that support goods movement throughout cities, not just on the highways and the designated truck corridor arterials. Many busy retail districts are being redesigned according to Complete Streets guidelines, and there is an opportunity to contribute to this redesign process so that heavy trucks supplying stores and lighter delivery trucks fulfilling e-commerce orders to residences are both accommodated, while rights-of-way no longer necessary for the movement of goods can be returned to other uses.

Vision for the Future

Moving forward with the three opportunity categories will require multi-jurisdictional partnerships with participation by various levels of government and the private sector. This includes both transportation and non-transportation agencies, as well as businesses and community organizations. Alameda CTC initiated these partnerships by convening a Bay Area Goods Movement Collaborative which supported the development of the Goods Movement Plan; now, these partnerships need to be sustained and specific implementation roles codified. The categories require coordination of a wide range of funding sources. Projects to be completed at different times will still need to be coordinated so that the synergies reflected in the categories are fully realized. The plan recommends:

- Developing a formal institutional framework for coordinating implementation.
- Creating a focal point at the highest level possible for coordinating rail investments and negotiations with the private railroads.
- Creating a technology development collaborative to deal with the low emission program, introduce advanced logistics technologies, and develop public-private partnerships for pilot of demonstration technologies.

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Figure 6-9 Goods Movement Vision for the Future



Source: Cambridge Systematics, Inc.

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C. Roadways

Introduction

Highways and roadways are the backbone of the transportation system in Alameda County. They are a fundamental part of providing access to work, school, and other destinations for many modes, and for the distribution of goods throughout the county and beyond.

Alameda County's highway network consists of six interstate highways, three major bridges, and 10 state routes. The six interstate highways passing through Alameda County (I-80, I-238, I-580, I-680, I-880, and I-980) facilitate cross-country, inter- and intra-regional and local accessibility. These highways also support multiple transportation modes including private vehicles, bus transit, and goods movement. As the geographic center of the Bay Area, Alameda County carries the most pass-through trips in the region.[44]

Arterial roadways are the arteries of the transportation system and the highest order roadways that serve all major transportation modes (automobiles, public transit, bicyclists, pedestrians, and trucks). They have traditionally been designed to prioritize the rapid movement of cars and trucks carrying goods, but all modes depend on these critical countywide corridors. Not only are arterials important to transit operations, every transit ride also begins and ends with a walk, so these roads must likewise function well for pedestrians. In fact, the ease and safety of accessing transit is a key deciding factor in people's choice to make a trip on transit at all. In addition to providing pedestrian access to transit, the arterial system also provides pedestrian and bicycle access to commercial and employment destinations, and activities throughout the county.

Successes

Many jurisdictions, including Alameda County, have acknowledged that the traditional approach of building more capacity in the form of additional highway or roadway lanes to meet demand cannot fully address roadway needs. As such, local municipalities and freeway management agencies are exploring and piloting transportation demand management strategies to manage highway and roadway demand. Several examples are described here.

Express Lanes

Alameda County and other regional partner agencies are currently developing and implementing infrastructure as part of the Bay Area Express Lanes Network. Thus far,

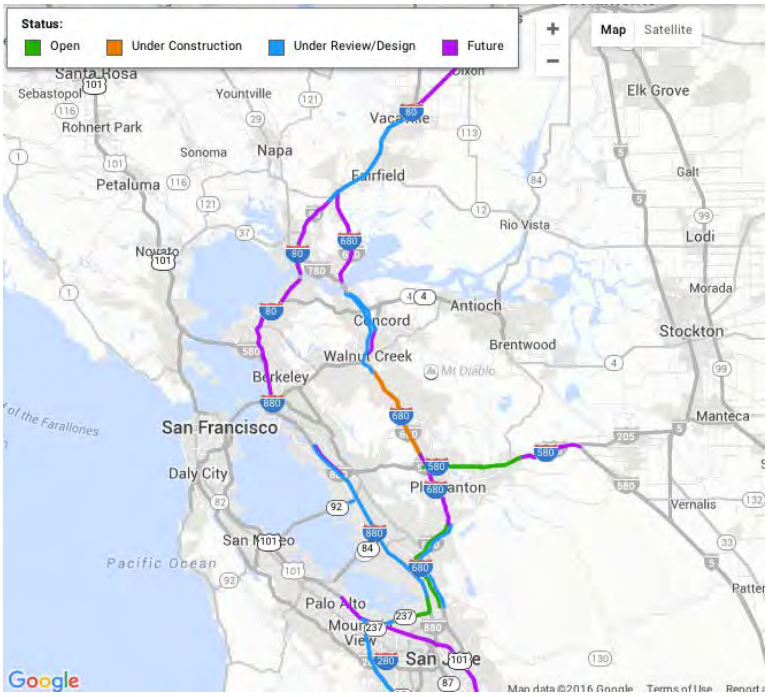
[44] Highways in Alameda County: Facts, Challenges and Opportunities (fact sheet), 2015.

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express lane technology has been installed on two freeway segments in Alameda County — I-580 between Dublin and Livermore and I-680 southbound between Routes 84 and 237. Express lanes are highway lanes which solo drivers may choose to pay a toll to use for a more reliable and less congested trip. Express lanes remain free to use for carpool, vanpool, and other toll-exempt vehicles. Upon completion of the full Bay Area Express Lanes Network, the Bay Area will have 550 miles of express lanes.[45]

Installation of the Bay Area's Express Lane Network aims to be complete by 2035. MTC will eventually operate 270 miles of the 550-mile network, converting 150 miles of existing carpool lanes to express lanes and adding 120 miles of new lanes. Three additional freeway segments in Alameda County are slated for express lanes operated by Alameda CTC including I-680 northbound between Milpitas and Route 84, I-680 bidirectional between Route 84 and San Ramon, and I-580 between Livermore and Tracy. A segment of I-880 between Oakland and San Leandro will be operated by MTC.[46]

Figure 6-10 Express Lane Network



Source: bayareaexpresslanes.org.

[45] Bay Area Express Lanes, http://bayareaexpresslanes.org/.

[46] Metropolitan Transportation Commission, Bay Area Express Lanes, http://mtc.ca.gov/our-work/plans-projects/major-regional-projects/bay-area-express-lanes

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I-80 SMART Corridor Project

The I-80 SMART Corridor Project, part of the I-80 Integrated Corridor Mobility Project, is one of the most comprehensive Intelligent Transportation Systems in the state. The project implements a network of integrated electronic signs, ramp meters, and other state-of-the-art elements between the Carquinez Bridge and the Bay Bridge to enhance motorist safety, improve travel time reliability, and reduce accidents and associated congestion. Additional improvements include adaptive ramp metering on 44 on-ramps to reduce merging conflicts and manage traffic volumes on I-80.[47]

Real-time traffic information, such as variable speed signs and blocked lane signs, will allow drivers to make informed decisions in the event of an incident. These ramp meters and real-time message signs along the corridor will contribute to optimized roadway operations and improved safety, and will be integrated with, and managed from, the Caltrans Bay Area headquarters' Traffic Management Center in Oakland. Installation has been ongoing since 2012 and is projected to be operational in Spring 2016.



Image from Highways in Alameda County: Facts, Challenges and Opportunities (factsheet).

Targeted Highway Improvements

In Alameda County, like in many urban areas, highway expansion is largely infeasible due to the constrained built environment. However, strategic targeted highway improvement projects are critical to alleviate bottlenecks to maximize existing capacity and ensuring the safe operation of highway facilities and their interface with local streets.

Multimodal Arterials Plan

Alameda CTC has developed a Multimodal Arterial Plan (MAP), which will be adopted in Summer 2016, to accommodate continued growth in travel and achieve environmental goals by re-balancing these roads to safely and efficiently

[47] I-80 SMART Corridor Project webpage, alamedactc.org.

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accommodate all users and encourage people to shift from driving to transit, walking, and bicycling while better connecting with the surrounding land use.

With guidance from Alameda County's 15 jurisdictions, major transit agencies, Caltrans, and non-agency stakeholders, the MAP identified the performance and needs of the county's arterials. The plan proposes continuous and connected networks for transit, biking, driving, and goods movement, plus a system of pedestrian emphasis areas. Adjacent land use was considered when identifying the modal priorities for each arterial. The result is a 500-mile Multimodal Arterial Network with a set of proposed improvements that, when constructed, aspires to provide a continuous, connected network for each mode throughout Alameda County.[48]

Plan Development Process

The Multimodal Arterial Plan development process was informed and guided by many meetings with stakeholders, including:



Image from Nelson\Nygaard

- The Alameda County Transportation Commission
- Alameda CTC's standing committees—Alameda County Technical Advisory Committee (ACTAC) and the Commission's Planning, Policy, and Legislation Committee (PPLC)
- Other local jurisdictions, transit agencies, and Caltrans
- The general public through workshops and meetings with stakeholders representing the views of various modes and transportation issues

To understand arterial roadway performance, and identify needs and proposed improvements, the MAP relied on massive amounts of data including cross-section measurements for over 600 miles of arterials. Acknowledging that analysis at this macro-scale is not as refined as the knowledge of local agency staff, wherever local agency staff disagreed with the MAP's technical recommendations, the local agency point of view superseded the technical analysis results. The MAP was developed in parallel with the Alameda Countywide Transit and Goods Movement Plans and used many of their findings as a basis for preliminary modal networks. The

[48] The exception is the walking "network," which is nodal in nature, not continuous.

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bicycle and pedestrian networks used the most recent Alameda Countywide Pedestrian and Bicycle Plans, both adopted in 2012, as well as local agency plans.

Despite tremendous analysis and involvement of agencies and other stakeholders, the recommendations of the MAP should be viewed as preliminary, as they have not been vetted with community process that would be affected by the arterial proposals; nor have they been approved by the elected bodies of each jurisdiction. The MAP recommendations are intended to provide a framework for developing continuous and connected networks for each mode, but not as a programming document. The development of the Multimodal Arterial plan involved the following steps:

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

1. Articulate plan vision/goals and performance measures/objectives
2. Establish ideal network for each mode
3. Identify the top two priority modes on each arterial roadway segment
4. Identify proposed improvements based on modal performances of each roadway segment
5. Develop Moving Forward plan

Land Use Considerations

In many cases, there is not sufficient right-of-way to implement improvements for the roadway segment to meet performance objectives for all of the modes for which that segment is a priority. To resolve this, the MAP process defined the top two priority modes on each arterial segment. This involved examining the adjacent land use context and determining the "associated modal priorities" for that land use. Transit is the priority mode on all Major Transit Corridors (as defined in the Countywide Transit Plan); the second priority depends on adjacent land use. For instance, in urban settings with high existing or desired volumes of people walking, pedestrians are the second priority mode. In urban settings with less pedestrian-orientation, where the arterial is on the bicycle network, bikes are the second priority mode (see Figure 6-11).

This land use evaluation process has two components:

- Land uses are divided into three broad categories - urban, suburban or rural, and industrial.

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- Three tiers of importance were created for each of the five modes. For example, Major Transit Corridors are tier 1 for transit importance, cross-town routes are tier 2, and local routes are tier 3.

The result was a 15-step evaluation that established the top two modal priorities on each arterial segment (see Figure 6-9).

Figure 6-11 Land Use Categories and Associated Modal Priorities

Urban	Suburban or Rural	Industrial
1. Transit: Major Corridors	1. Transit: Major Corridors	1. Transit: Major Corridors
2. Pedestrian: Tier 1	2. Auto: Throughway	2. Goods Movement: Tier 2
3. Bicycle: Class I, enhanced Class II, enhanced Class III or Class IV	3. Goods Movement: Tier 2	3. Auto: Throughway
4. Auto: Throughway	4. Bicycle: Class I, enhanced Class II, enhanced Class III or Class IV	4. Bicycle: Class I, enhanced Class II, enhanced Class III or Class IV
5. Goods Movement: Tier 2	5. Pedestrian: Tier 1	5. Pedestrian: Tier 1
6. Transit: Crosstown Routes	6. Transit: Crosstown Routes	6. Transit: Crosstown Routes
7. Pedestrian: Tier 2	7. Auto: County Connector	7. Goods Movement: Tier 3
8. Bicycle: Class II	8. Goods Movement: Tier 3	8. Auto: County Connector
9. Auto: County Connector	9. Bicycle: Class II	9. Bicycle: Class II
10. Pedestrian: Tier 3	10. Pedestrian: Tier 2	10. Pedestrian: Tier 2
11. Bicycle Class III	11, Auto: Community Connector	11. Auto: Community Connector
12. Transit: Local Routes	12. Bicycle Class III	12. Bicycle Class III
13. Goods Movement: Tier 3	13. Pedestrian: Tier 3	13. Pedestrian: Tier 3
14. Auto: Community Connector	14. Transit: Local Routes	14. Transit: Local Routes
15. Auto: Neighborhood Connector	15.. Auto: Neighborhood Connector	15. Auto: Neighborhood Connector

Proposed Improvements

For each modal network, the proposed improvements that would result in optimal outcomes for that mode were identified. The team also conducted a network evaluation to identify gaps, continuity, and connectedness in modal networks, along with needed improvements. These gaps resulted from insufficient existing conditions for priority



Image from Nelson\Nygaard.

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modes as well as the consequences of prioritizing segments for some modes but not others.

To acknowledge that travel behavior and technology are evolving, the MAP considered two other future scenarios:

- "Social and behavioral trends" scenario, which assumes lower vehicle miles travelled (VMT) per capita as a result of increasing acceptance and adoption of less auto-dependent and car-free lifestyles
- "Next generation vehicle" scenario, which assumes an effective increase in roadway capacity as a result of autonomous vehicles

In addition to the capital improvements identified in the previous set of steps, the Multimodal Arterial Plan also makes broad recommendations for non-capital programs as follows:

- **Intelligent Transportation Systems:** The MAP describes the potential effect of implementing interconnected and networked signal systems, changeable message signs, technology allowing vehicle-to-infrastructure communications, and other ITS technologies.
- **Transportation Demand Management (TDM) programs:** TDM measures such as incentives and disincentives can reduce single-occupant vehicle demand dramatically (as much as 30% for employment land uses).



Image from Nelson\Nygaard.

- **Transportation Systems Management (TSM) Measures:** Intersection and signal improvements, data collection to monitor system performance, and event management strategies are examples of TSM measures that can enhance travel mobility and reliability.
- **Parking Management:** Management of on-street parking, the most attractive parking, and public off-street parking can reduce auto travel.

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Challenges and Opportunities



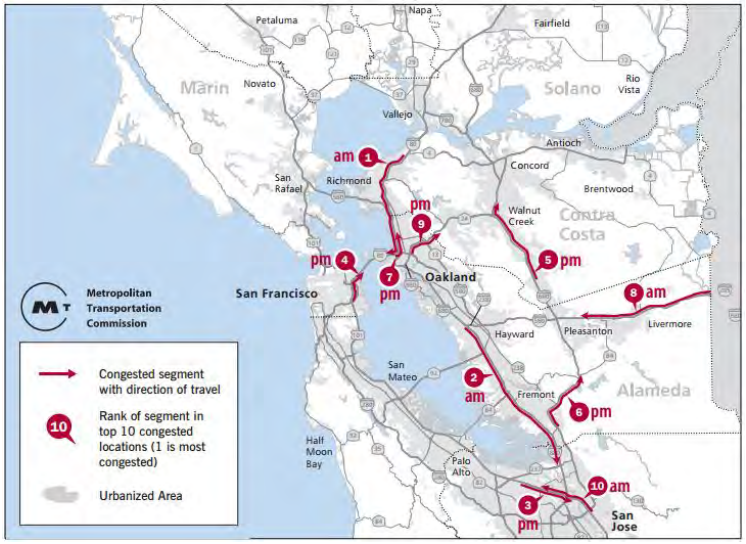
Image from Nelson\Nygaard.

Congestion, safety, and low travel speeds, particularly during peak commute periods, continue to be challenges in Alameda County. While some jurisdictions address these challenges by expanding highway capacity through additional lanes, this strategy is largely not possible in Alameda County, nor is it consistent with the vision set forth in Plan Bay Area. As such, the existing highways and roadways in Alameda County will be expected to carry more people as population grows, and will require the use of more traffic management and technology solutions.

Congestion

Regional economic and employment growth resulted in busier and more congested roadways in 2015. Freeway delay in Alameda County increased by 14% overall from 2014 to 2015. This includes a 12% increase in weekday delay and 31% on weekends.[49] Alameda County consistently has some of the most congested freeway segments in the region. In 2014, six of the 10 most congested corridors were located in Alameda County.[50] As growth continues, the need to stretch the capacity of the system through efficiency improvements and promotion of higher capacity modes (e.g., high-occupancy

Figure 6-12 Top Ten Congestion Corridors



Source: *MTC's Annual Top 10 Congested Corridors (2014); http://mtc.ca.gov/sites/default/files/Handout%20%20Poster%2012-15-2015%20(2).pdf.*

[49] Alameda CTC Performance Report (2015)

[50] http://mtc.ca.gov/sites/default/files/Handout%20%20Poster%2012-15-2015%20(2).pdf

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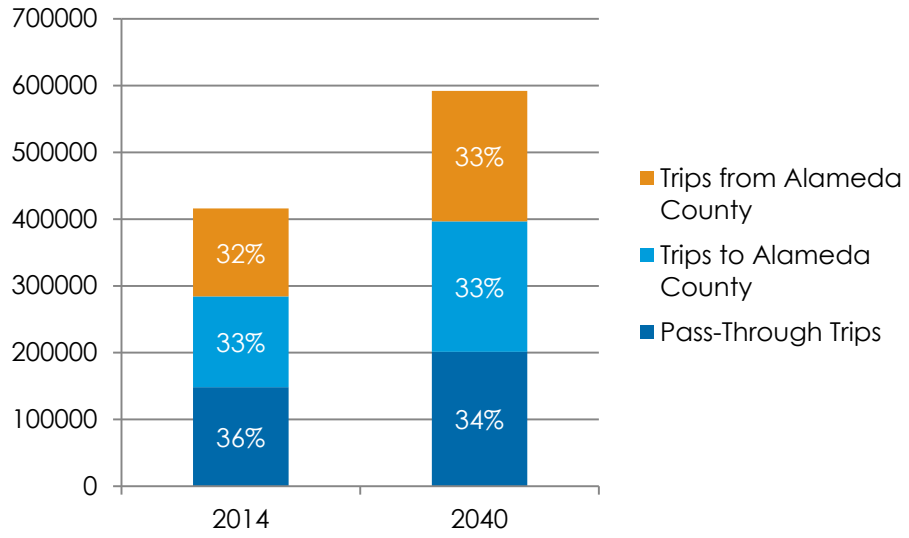
vehicles (HOV) and public transit) become ever more important to meeting rising demand.

Bridges

Today the three bridges serving Alameda County—Bay Bridge, San Mateo Bridge and Dumbarton Bridge - carry approximately 412,000 motor vehicle trips per day on average. Of the total trips, approximately 281,000 trips (69%) originate outside of Alameda County (including those with final destinations in Alameda County and pass-through trips) and use Alameda County highways and roadways.[51]

By 2040, these three bridges are projected to carry approximately 592,000 motor vehicle trips on an average day, an increase of 44% in traffic volume from 2014 (see Figure 6-10). Of these, 398,000 trips (67%) are projected to originate outside of Alameda County (including pass-through trips) and will travel long distances on Alameda County roadways to reach the bridges.

Figure 6-13 Trips To, From, and Through Alameda County



Vehicle Hours of Delay

Highway delay in Alameda County, defined as excess travel time as a result of speeds dropping below 35 miles per hour, has been increasing steadily in recent years. Between fiscal year 2013-14 and fiscal year 2014-15, freeway vehicle delay increased by 14% overall.[52]

[51] 2014 bridge volumes are from Caltrans traffic count book; trips to/from Alameda County were estimated based on Alameda CTC travel model's 2010 trip origin/destination estimation.

[52] Alameda CTC Performance Report (2015).

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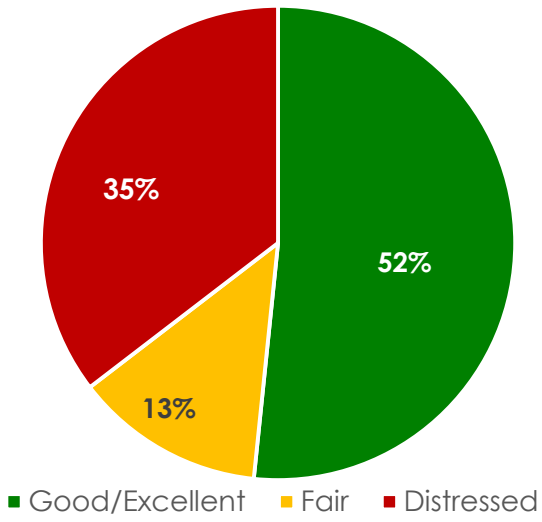
Average Travel Speeds

Average freeway speed in most time periods of the day have been declining over the past four years. From fiscal year 2011-12 to fiscal year 2014-15, weekday evening peak period speeds declined by nearly 7% on many key freeway segments in Alameda County. The most significant deterioration in travel speed was seen during the weekend midway period, indicating increasing rates of discretionary travel on weekends.[53]

Maintenance

In 2014, Caltrans found that 35% of state highway miles in Alameda County were distressed in terms of pavement condition (see Figure 6-11).[54] Insufficient roadway maintenance and the poor conditions which result increase delay, cause safety incidents, and contribute to wear and tear on personal vehicles, transit vehicles, and trucks. For public transit agencies, this additional wear and tear further increases the costs of operating transit in Alameda County.

Figure 6-14 Alameda County State Highway Lane Miles Pavement Condition



Source: Caltrans, Alameda CTC 2015 Performance Report.

Roadways and major arterials in Alameda County have similar challenges with respect to maintenance. The pavement condition index rating of local streets and roads in Alameda County has remained relatively constant in recent years as cities have been unable to fund pavement maintenance needs. Today, around 22% of

[53] Alameda CTC Performance Report (2015).
[54] Alameda CTC Performance Report (2015).

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local streets and roads in Alameda County has a PCI rating of "poor" or "failed" and additional miles are "at risk."[55]

Safety

Roadway collisions involving injury and fatality declined steadily between 2002 and 2011, before increasing again in 2012. Roadway collisions resulted in 85 total fatalities in Alameda County in 2014. Alameda County seeks to return to a downward trajectory in terms of the number of fatalities and injuries on highways in future years. Targeted highway improvement projects aim to reduce unsafe intersections and turning movements.

Vision for the Future

The vision for the future of highways and roadways in Alameda County includes an emphasis on smart improvements that foster a better travel experience for all users, while maximizing the efficiency of the existing highway network. This includes installation of Intelligent Transportation Systems and express lanes, as well as the facilitation of movement for higher capacity modes including carpools and public transit. As described earlier in this chapter, planned improvements such as express lanes and the I-80 Smart Corridor Project use technology to maximize capacity and improve safety.

For roadways, the Multimodal Arterials Plan seeks to ensure the re-balancing of roads to safely and efficiently accommodate all users and encourage people to shift from driving to transit, walking, and bicycling while better connecting with the surrounding land use. If an agency wishes to advance a project proposed in the Multimodal Arterial Plan, a crucial first step will be to engage local residents and businesses in a discussion about redesign of the arterial. The MAP modal priorities and proposed improvements may seed this discussion, but should be viewed as technical inputs rather than recommendations.

[55] Alameda County Transportation Commission, *2014 Performance Report: State of the Transportation System in Alameda County.*

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Funding

Locating and procuring funding for highway improvement programs and roadway maintenance, including regular state-of-good-repair maintenance, as well as installation of technology-based solutions such as high-occupancy toll (HOT) lanes, remains difficult in light of shrinking budgets for transportation projects at all levels. Alameda CTC will continue to advocate for new funding sources and options for highway improvements that improve safety and operational efficiency.

Collaboration and Coordination

Alameda County will continue to review and ensure that interface opportunities between highways and local streets continue to improve for the safety and efficient movement of all modes. Ensuring the full roadway network in Alameda County is safe and efficient requires significant coordination and partnership with multiple agencies at the state, region and city levels to design, fund, and operate projects.



Image from Nelson\Nygaard.

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D. Bicycling

Bicycling offers transportation that is low-cost, healthy, and is non-polluting. Combined with transit, bicycling can provide first/last mile access that enhances the usefulness of buses and rail transit throughout Alameda County. Likely due to increasing environmental and health awareness, improving bicycling facilities, and shifting demographics, bicycling is on the rise in Alameda County, particularly for commuting.

The U.S. Census shows that the number of Alameda County residents who commute by bike has almost doubled since 2000 (approximately 8,400 compared to 16,700) and the rate of commuting by bike nearly doubled between 2000 and 2013, from 1.2% to 2%.[56]



Image from www.alamedactc.org.

Collisions involving bicyclists dropped from 2011to 2012, after having increased over the last decade. The rate of bicyclist collisions (i.e., collisions per cyclist) may also be declining, as journey-to-work data suggests that the number of collisions involving cyclists has grown more slowly than participation in cycling.[57]

Fourteen of Alameda County's 15 jurisdictions have adopted bicycle plans within the last five years, or are currently updating them. These plans represent opportunities for each community to develop consensus on a vision for the local bicycle network and supportive programs, including priorities for implementation. Alameda CTC first adopted a countywide bicycle plan in 2001, and updated the plan in 2006 and 2012.[58] The plan's vision is to inspire people of all ages and abilities to bicycle for everyday transportation, recreation, and health by creating an extensive network of safe, convenient bike facilities that connect to each other, to transit, and to other major destinations. To achieve this, Alameda CTC's goals are to focus on facilities that provide access to transit and major activity centers, including schools, and

56 2014 Performance Report, Alameda CTC, p.5.

57 Ibid.

58 See www.alamedactc.org/app_pages/view/5390 for links to the 2001, 2006 and 2012 versions of the Countywide Bicycle Plan.

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improving bicycling conditions in "communities of concern" (see Chapter 7). Beyond investment in capital improvements, the agency prioritizes safety, education, encouragement and enforcement programs, and investment in countywide and local bicycle planning.

Successes

A number of recent and current Alameda CTC-sponsored initiatives are improving the practice of bicycle planning throughout the county.

Safe Routes to Schools

Alameda CTC funds the Alameda County Safe Routes to Schools (SR2S) Program, which includes educational programs, safety projects, the Alameda County SR2S website (alamedacountysr2s.org), and support for Walk and Roll to School Day. The agency is now launching a program to fund capital improvements identified through the program, which, since it began in 2006, has grown to over 160 schools countywide, serving more than 110,000 students.



Image from www.alamedactc.org.

Bike Safety Education

The Alameda County Bicycle Safety Education Program offers free classes throughout the county, helping 4,000 people a year learn safe bike-riding techniques. The program includes classroom and on-road instruction; classes for adults, teenagers, and children; classes in English, Spanish, and Cantonese; and classes for new adult cyclists.

Multimodal Arterial Plan

The Countywide Multimodal Arterial Plan, completed in spring 2016, lays out a 500-mile network of arterial roadways that, when improved as proposed, will provide continuous and connected transit, auto, truck, and bicycle networks (see Roadways modal strategy, Chapter 6). This plan builds on the Countywide Bicycle Plan by identifying on which arterials bikes are considered to be a priority mode and the facilities needed to serve them. The plan's emphasis is on building bicycle corridors throughout Alameda County using the facility types described in the preceding section where possible, so people of all ages feel safe and comfortable bicycling throughout Alameda County.

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Major Trails

Alameda CTC is facilitating the development and completion of three major countywide trails in Alameda County:

- **Iron Horse Trail**: The Iron Horse Trail is a Class I (grade separated) pathway[59], constructed on an abandoned Southern Pacific Railroad right-of-way in eastern Alameda County and along the I-680 corridor in Contra Costa County. The trail will eventually be a continuous 53-mile-long walking and bicycling paved path through the two counties, including 26 miles between Dublin and Livermore. The Alameda County portion is nearly complete in Dublin, has a half-mile gap in south Pleasanton, and is mostly un-built through Livermore. Overcrossings of seven major arterials that intersect the trail in the three cities will also eventually help make it a safer and more inviting facility for trail-users of all ages and abilities.
- **East Bay Greenway**: The East Bay Greenway is an ambitious project to eventually create a 37-mile-long walking and biking trail from Albany to Fremont, roughly following the BART line and Union Pacific Railroad right-of-way.[60] First envisioned in 2008, the trail is modeled on the Ohlone Greenway in northern Alameda (and western Contra Costa) counties. Alameda CTC constructed the first segment of the East Bay Greenway in 2015 and has initiated environmental analysis and preliminary engineering for the 16-mile segment that will eventually connect seven BART stations from Lake Merritt to South Hayward, bringing access and recreational opportunities to residents of some of the lowest-income neighborhoods in the East Bay. Fremont is working to develop the southern section, which will eventually connect to Santa Clara County.
- **Bay Trail**: The San Francisco Bay Trail is a planned 500-mile walking and bicycling pathway around the entire San Francisco Bay. Through Alameda County, the planned 183-mile trail passes through the waterfronts of Albany, Berkeley, Emeryville, Alameda, Oakland, San Leandro, Hayward, Newark, Union City, and Fremont. There are currently significant gaps along the Oakland waterfront and in Alameda; the trail is almost completely un-built in southern Alameda County.

[59] The California Department of Transportation's Highway Design Guide (2015) describes Class I pathways as facilities with exclusive right-of-way and minimal cross traffic from motor vehicles. This type of pathways provides a complete, or near-complete, separation from vehicle traffic, including at crossings, from vehicular traffic.

[60] This alignment includes the existing Ohlone Greenway in Albany and Berkeley and the former Santa Fe right-of-way/West Street pathway in Berkeley.

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Coordination

Three efforts sponsored by Alameda CTC are successfully improving coordination of bicycle planning at the countywide level:

- **Pedestrian/Bicycle Working Group**: Staff of local agencies meet quarterly for education and information-sharing about bicycle (and pedestrian) planning.
- **Association of Pedestrian and Bicycle Professionals (APBP) webinars**: The agency pays for and hosts free monthly webinars of the Association of Pedestrian and Bicycle Professionals.
- **Bicycle and Pedestrian Advisory Committee (BPAC):** The long-standing Countywide Bicycle/Pedestrian Advisory Committee now reviews all Alameda CTC-sponsored capital projects in the scoping, environmental and/or preliminary design phases to find ways for them to improve (and ensure they don't unintentionally hinder) walk and bike access.

Funding

Alameda CTC invests in bicycle infrastructure and programs throughout the county using a variety of funding sources:

- **Direct Local Distributions** (DLD): DLDs come from three local funding sources (Measure B, Measure BB, and the Vehicle Registration Fee) and pay for local transportation improvements. Fifteen percent of DLD local streets and roads funds must be used on bicycle and pedestrian investments.
- **State and federal grants:** Alameda CTC uses local funds (including Measures B and BB) to leverage state Active Transportation Program and federal Transportation Investment Generating Economic Recovery (TIGER) grants, making local money stretch farther and allowing the Commission to deliver transportation solutions earlier than if they had to rely on local funds.
- **Complete Streets:** Alameda County Measure BB has a Complete Streets requirement that helps support bicycle safety and access throughout the County. (See the following section for more information.)

Issues, Trends, and Challenges

Since the Countywide Bicycle Plan was updated, there has been a rapid evolution in the transportation field. Today, engineers and planners are shifting from a goal of facilitating the rapid flow of traffic to a broader emphasis on ensuring the safety and comfort of everyone using the road.

Complete Streets

Another initiative that supports safer roadways and continuous, comfortable networks for bicyclists is Complete Streets: designing roads for all users across a

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broad range of modes and abilities, including pedestrians, public transit users, motorists, people with disabilities, seniors, children, and bicyclists of all skill levels. All of Alameda County's 15 jurisdictions have adopted Complete Streets policies, which commit them to considering accommodation for all modes and all users as a part of all projects and all phases. The Countywide Multimodal Arterial Plan development process has brought these agencies and others to the table to determine how to prioritize modes on a given roadway with limited width, a process necessary to overcome one of the biggest challenges to accommodating bicycles on the County's arterial roadway: insufficient width (see Multimodal Arterial Plan summary, later in this chapter). Many jurisdictions are now updating design guidelines and standards and reforming internal processes to ensure that all projects proactively consider opportunities to implement Complete Streets elements.

New Bicycle Facility Types

Jurisdictions throughout Alameda County have been implementing a wide range of bicycle facility types, including treatments to increase separation from and visibility by motor vehicles. Adding to traditional Class I (separate, off-street bicycle and pedestrian pathway), II (striped bicycle lane) and III (signed bicycle route), today's transportation planners have the following new facility types to choose from, all of which have been implemented in Alameda County:



A buffered bike lane in Washington, DC.

Image from Nelson\Nygaard.

- **Class II Enhanced ("buffered bike lanes"):** Traditional bike lanes plus a striped buffer between the lane and the motor vehicle travel lane
- **Class III Enhanced: ("bicycle boulevards")**: Low-speed, low-volume roadways, parallel to arterials that prioritize bicycle travel with features like traffic diverters that allow through bike travel, stop signs on intersecting streets, and distinctive signs and pavement legends
- **Class IV ("protected bike lanes"):** Traditional bike lanes separated from motor vehicle traffic with a vertical buffer, such as on-street parking, planters, flexible pylons or curb separation

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Bay Area Bike Share



Image from Andrew Nash.

A new initiative to the East Bay, bike sharing, has the potential to dramatically increase the number of people who use bicycles throughout Alameda County. The program, launched in cities across the globe over the past decade, offers bikes for one-way rental from a network of stations. The expansion of this program from San Francisco and the Peninsula is bringing 850 bikes to Oakland, 400 to Berkeley and 100 to Emeryville in 2016-2017. By making bicycles easily accessible and removing concerns about theft, storage, and maintenance, the program is likely to bring many more people to bicycling and many more bikes to the streets.[61]

Interdisciplinary Safety-focused Planning

Vision Zero is a new interdisciplinary movement, originally from Sweden, which aims to reduce the number of fatal and serious injury collisions to zero through coalitions of transportation planners, street designers, schools, police, and public health professionals. Though bicyclists, as some of the most vulnerable road users, especially benefit from this concept, the goal applies to everyone: people in cars, on transit, on bikes, and on foot.

Needs



Image from Nelson\Nygaard.

As increasing numbers of people travel by bicycle; focusing on planning, funding, and delivering bike facilities remains important. This work includes on-road bike lanes, including the new enhanced varieties described above, as well as separate pathways.

Funding

Building a countywide bicycle network is a major undertaking; the 2012 Countywide Bicycle Plan estimated the cost at $943 million dollars and revenue at roughly one third of that, leaving a gap of $619 million. Despite new fund

[61] See https://bikeeastbay.org/campaigns/bikeshare for more information.

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sources such as Measures B and BB, Vehicle Registration Fee (VRF), and the state Active Transportation Program, a broad gap remains. Using the considerable resources available for bicycle facilities most wisely will require better information about where they are most needed.

Reliable Data

Investing effectively in improving biking conditions requires identifying where improvements are most needed. Although the U.S. Census, California Household Travel Survey, and BART Station Profile Study together tell us how many people, on average, bicycle each day countywide, these data sources have significant limitations (available infrequently, only capture commute trips, etc.) and generally there is a dearth of reliable data on where people bike, when, and for what purposes. To augment this information, Alameda CTC performs an annual count program to capture bicycle use at locations throughout Alameda County, as well as gathers data from automatic bicycle count equipment. Alameda CTC plans to reformulate its count program to best realize the strengths of manual count data (which provides great spatial richness but is a short-term snapshot in time) and automatic counters (which provide data over time but for a more limited number of locations) in the coming years.

Vision for the Future

Through funding such as Measures B and BB, VRF, and the One Bay Area Grant, sponsorship of projects, like the county's major trails, and programs, like Safe Routes to Schools, Alameda CTC continues to implement the projects, programs, and plans called for in the Countywide Bicycle Plan. To help implement the plan's most important recommendations, the next plan update should prioritize proposed improvements using a data-driven process.



Image from Nelson\Nygaard.

Meanwhile, the Multimodal Arterial Plan provides detailed direction on making 500 miles of the county's most important arterials more accessible to and safer for biking. The next Countywide Bicycle Plan update should build on the arterial bicycle network identified in the MAP, including revising the countywide bike network as necessary to incorporate emerging types of bike facilities and, where possible, consider planning

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facilities on parallel routes using the modal priority information from the MAP. Finally, the next Countywide Bicycle Plan update should focus on gap closures at high priority barrier locations.

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E. Walking

Walking is the foundation of the transportation system; every trip begins and ends on foot[62]. Walking is the second most common method of transportation in Alameda County after driving, and many people in Alameda County rely solely on this mode. Safety is an important concern for pedestrians, who are the most vulnerable roadway users.



Image from Nelson\Nygaard.

Thirteen out of the county's 15 jurisdictions have adopted pedestrian plans within the last five years or are updating them now. These plans represent each community's consensus on the local pedestrian network and supportive programs, including priorities for implementation. Alameda CTC has adopted two countywide pedestrian plans: the original in 2006 and a 2012 update.[63] The vision set forth in the Alameda Countywide Pedestrian Plan is to inspire people of all ages and abilities to walk for everyday transportation, recreation, and health by creating safe, attractive, and accessible walking routes and districts. To achieve this, Alameda CTC's goals are to focus on facilities that provide access to transit and major activity centers, including schools, and improving walking conditions in "communities of concern" (see Chapter 7). Beyond investment in capital improvements, the agency prioritizes safety, education, encouragement and enforcement programs, and investment in countywide and local pedestrian planning.

[62] Walking is defined broadly here, to encompass travel on foot and with the assistance of wheelchairs, canes, walkers and other mobility devices. Walking includes local trips, integration with transit and walking for physical activity.

[63] See www.alamedactc.org/app_pages/view/5390 for links to the 2006 and 2012 versions of the Countywide Pedestrian Plan.

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Successes

A number of recent and current Alameda CTC-sponsored initiatives are improving the practice of pedestrian planning throughout the county.

Safe Routes to Schools

Alameda CTC funds the Alameda County Safe Routes to Schools Program, which includes educational programs, safety projects, the Alameda County Safe Routes to Schools website (alamedacountysr2s.org), and support for Walk and Roll to School Day. The agency is now launching a program to fund capital improvements identified through the program, which, since it began in 2006, has grown to over 160 schools countywide, serving more than 110,000 students.



Image from Alameda CTC.

Major Trails

Alameda CTC is facilitating the development and completion of three major countywide trails in Alameda County:

- **Iron Horse Trail**: The Iron Horse Trail is a Class I (grade separated) pathway[64], constructed on an abandoned Southern Pacific Railroad right-of-way in eastern Alameda County and along the I-680 corridor in Contra Costa County. The trail will eventually be a continuous 53-mile-long walking and bicycling paved path through the two counties, including 26 miles between Dublin and Livermore. The Alameda County portion is nearly complete in Dublin, has a half-mile gap in south Pleasanton and is mostly un-built through Livermore.



Image from Alameda CTC.

[64] The California Department of Transportation's Highway Design Guide (2015) describes Class I pathways as facilities with exclusive right-of-way and minimal cross traffic from motor vehicles. This type of pathways provides a complete, or near-complete, separation from vehicle traffic, including at crossings, from vehicular traffic.

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Overcrossings of seven major arterials that intersect the trail in the three cities will also eventually help make it a safer and more inviting facility for trail-users of all ages and abilities.

- **East Bay Greenway**: The East Bay Greenway is an ambitious project to eventually create a 37-mile-long walking and biking trail from Albany to Fremont, roughly following the BART line and Union Pacific Railroad right-of-way.[65] First envisioned in 2008, the trail is modeled on the Ohlone Greenway in northern Alameda (and western Contra Costa) counties. Alameda CTC constructed the first segment of the East Bay Greenway in 2015 and has initiated environmental analysis and preliminary engineering for the 16-mile segment that will eventually connect seven BART stations from Lake Merritt to South Hayward, bringing access and recreational opportunities to residents of some of the lowest-income neighborhoods in the East Bay. Fremont is working to develop the southern section, which will eventually connect to Santa Clara County.
- **Bay Trail**: The San Francisco Bay Trail is a planned 500-mile walking and bicycling pathway around the entire San Francisco Bay. Through Alameda County, the planned 183-mile trail passes through the waterfronts of Albany, Berkeley, Emeryville, Alameda, Oakland, San Leandro, Hayward, Newark, Union City and Fremont. There are currently significant gaps along the Oakland waterfront and in Alameda; the trail is almost completely un-built in southern Alameda County.

Multimodal Arterial Plan

The Multimodal Arterial Plan (MAP) lays out a 500-mile network of arterial roadways that, when improved as proposed, will provide continuous and connected transit, auto, truck and bicycle networks. The MAP prioritizes walking facilities in focused nodes located where higher volumes of pedestrians exist or are expected and/or locations where walking serves an important transportation function, such as transit, schools, central business districts, activity centers, inter-jurisdictional trails and access within "communities of concern" as defined in Alameda CTC's Community-Based Transportation Plans (see Roadways modal strategy, Chapter 6).

Funding

Alameda CTC invests in infrastructure and programs throughout the county that encourage and make walking safer using a variety of funding sources:

[65] This alignment includes the existing Ohlone Greenway in Albany and Berkeley and the former Santa Fe right-of-way/West Street pathway in Berkeley.

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- **Direct Local Distributions** (DLD): DLDs come from three local funding sources (Measure B, Measure BB and the Vehicle Registration Fee) and pay for local transportation improvements. Fifteen percent of DLD local streets and roads funds must be used on pedestrian and bicycle investments.
- **State and federal grants:** Alameda CTC uses local funds (including Measures B and BB) to leverage state Active Transportation Program and federal TIGER grants, making local money stretch farther and allowing the Commission to deliver transportation solutions earlier than if they had to rely on local funds.
- **Complete streets:** Alameda County Measure BB has a Complete Streets requirement that helps support pedestrian safety and access throughout the County. (See the following section for more information.)

Coordination

Three efforts sponsored by Alameda CTC are aimed at improving coordination of countywide pedestrian planning:



Image from Nelson\Nygaard.

- **Pedestrian/ Bicycle Working Group**: Staff of local agencies meet quarterly for education and information-sharing about pedestrian (and bicycle) planning.
- **Association of Pedestrian and Bicycle Professionals (APBP) webinars**: The agency pays for and hosts free monthly webinars of the Association of Pedestrian and Bicycle Professionals.
- **Bicycle and Pedestrian Advisory Committee (BPAC):** The long-standing Countywide Bicycle/Pedestrian Advisory Committee now reviews all Alameda CTC-sponsored capital projects in the scoping, environmental and/or preliminary design phases to find ways for them to improve (and ensure they don't unintentionally hinder) walk and bike access.

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Trends and Challenges

Since the Countywide Pedestrian Plan was updated, there has been a rapid evolution in the transportation field. Today, engineers and planners are shifting from a goal of facilitating the rapid flow of traffic to a broader emphasis on ensuring the safety and comfort of everyone using the road, including those on foot.





Images from Nelson\Nygaard.

Complete Streets

Another initiative that supports safer roadways and roadway crossings is Complete Streets: designing roads for all users across a broad range of modes and abilities, including pedestrians, bicyclists of all skill levels, public transit users, motorists, people with disabilities, seniors, and children. All of Alameda County's fifteen jurisdictions have adopted Complete Streets policies, which commit them to considering accommodation for all modes and all users as a part of all projects and all phases. The Countywide Multimodal Arterial Plan development process has brought these agencies and others to the table to determine how to prioritize modes on a given roadway with limited width (see Multimodal Arterial Plan summary, later in this chapter). Many jurisdictions are now updating design guidelines and standards and reforming internal processes to ensure that all projects proactively consider opportunities to implement Complete Streets elements.

Barriers

Even as Alameda County jurisdictions work to help people travel on foot, daunting physical barriers to walking remain, including freeways, railroad tracks, and creeks. A store may be just a few hundred feet from a residential neighborhood, for example, but if a freeway divides them, nearby neighbors will not be able to reach the shop on foot. Barriers like these often require staffing and financial resources that are beyond the capacity of local jurisdictions to overcome.

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In addition, barriers to seniors, people with disabilities, and others as a result of poorly maintained facilities or their wholesale absence in some areas of the county can hinder access to basic services and public transit. Challenges like these require prioritization of walking at the local level and, often, maintenance funding beyond the capacity of local governments. As a result, many have shifted the burden of sidewalk maintenance to the adjacent property owner, which has not accelerated their repair.

Interdisciplinary Safety-Focused Planning

Vision Zero is a new interdisciplinary movement, originally from Sweden, which aims to reduce the number of fatal and serious injury collisions to zero through coalitions of transportation planners, street designers, schools, police, and public health professionals. Though pedestrians, as the most vulnerable road users, especially benefit from this concept, the goal applies to everyone: people in cars, on transit, on bikes and on foot.

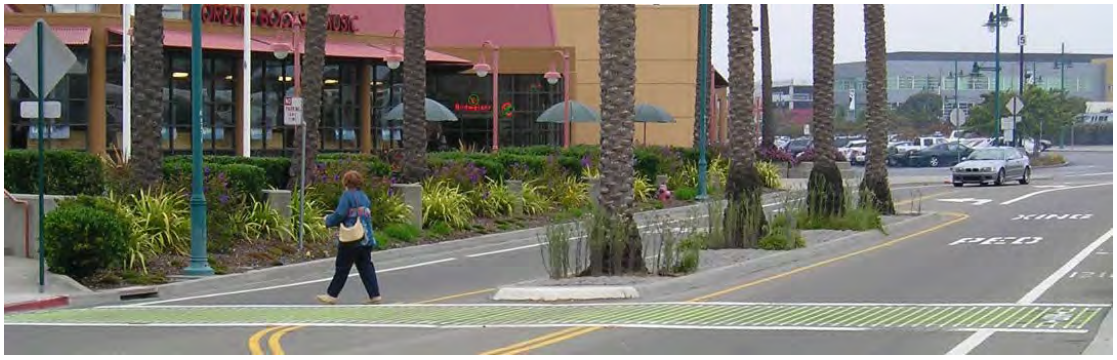


Image from Nelson\Nygaard.

Needs

Creating a truly walkable Alameda County will require more staffing and funding than even Measures B and BB can provide, as well as better information about where improvements will make the biggest differences to walking countywide.

Funding

The 2012 Countywide Pedestrian Plan identified a $1.9 billion gap between estimated costs and expected revenue for needed pedestrian projects, programs, and plans. Between funds from Measures B and BB, VRF, and the state Active Transportation Program, there will be considerably more funding available for projects that improve walking throughout the county, particularly inter-jurisdictional trails, like the Bay Trail, Iron Horse Trail, and East Bay Greenway; however, a substantial shortfall is projected to continue. Using the considerable resources available to improve walking most wisely will require better information about where pedestrian facilities are most needed.

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Reliable Data

Investing effectively in improving walking conditions requires identifying where improvements are most needed. Although the U.S. Census, California Household Travel Survey, and BART Station Profile Study together tell us how many people, on average, walk each day countywide, these data sources have significant limitations (available infrequently, only capture commute trips, etc.) and generally there is a dearth of reliable data on where people walk, when, and for what purposes. To augment this information, Alameda CTC performs an annual count program to capture bicycle use at locations throughout Alameda County, as well as gathers data from automatic bicycle count equipment. Alameda CTC plans to reformulate its count program to best realize the strengths of manual count data (which provides great spatial richness but is a short-term snapshot in time) and automatic counters (which provide data over time but for a more limited number of locations) in the coming years.

Vision for the Future

Through funding such as Measures B and BB, VRF, and the One Bay Area Grant, sponsorship of projects, like the county's major trails, and programs, like Safe Routes to Schools, Alameda CTC continues to implement the projects, programs, and plans called for in the Countywide Pedestrian Plan. To help implement the plan's most important recommendations, the next update should prioritize them using a data-driven process.



Image from Nelson\Nygaard.

Meanwhile, the Multimodal Arterial Plan provides detailed information on making 500 miles of the county's most important arterials more accessible to and safer for walking. The next Countywide Pedestrian Plan update should build on the arterial pedestrian nodes identified in the MAP, by helping overcome barriers at the highest priority locations.

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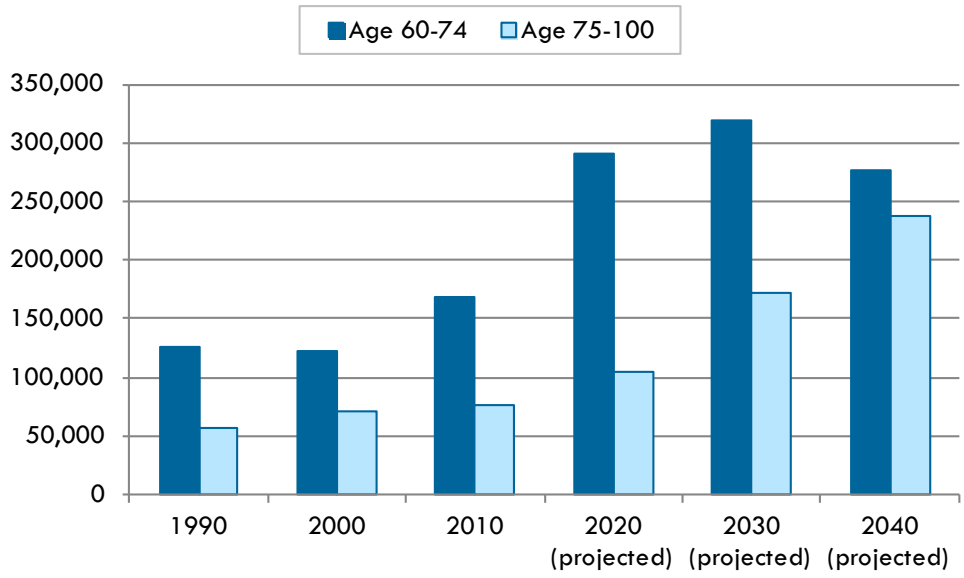
F. Mobility for Seniors and People with Disabilities

Introduction

Seniors and people with disabilities represent a significant and rapidly growing cohort of the Alameda County population whose mobility needs cannot always be met by traditional transportation modes, both public and private. Currently, approximately 12% of the population is over 65, and almost 10% of the population has disabilities. The number of Alameda County residents over 65 is expected to double by 2040, reaching over 500,000 residents. With the aid of sales tax funding and other resources, Alameda County provides a number of innovative services specifically targeted to assist seniors and people with disabilities with their transportation needs.

The "Affordable Transit for Seniors and People with Disabilities" funding allocation in Measure BB is the highest percentage allocation of any sales tax in the Bay Area, reflecting the priority placed by County residents and decision-makers on serving these populations. Nevertheless, mobility gaps remain and can be expected to grow unless creative strategies continue to be developed to address these needs.

Figure 6-15 Aging Trends in Alameda County, 1990 – 2040



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Successes

While mobility options in many Bay Area communities are limited to accessible fixed-route transit, paratransit programs, and taxis, Alameda County senior residents and those with disabilities have a broad array of modes to choose from. Some of these are described below.



Alameda CTC sponsors community events like this mobility workshop.

Image from Nelson\Nygaard.

ADA Paratransit

East Bay Paratransit provides service to residents primarily in the north, central, and southern parts of the county to meet both AC Transit and BART ADA requirements. Union City Paratransit serves locations throughout Union City, while WHEELS Dial-A-Ride serves the Livermore-Dublin-Pleasanton area. All services meet ADA paratransit requirements, which mimic fixed-route services in their area in terms of service span, geographic boundaries, and other criteria.[66]

City-Based Programs

Eleven cities in the County provide curb-to-curb or door-to-door service to seniors or people with disabilities aged 18 and older. In addition, some form of subsidized taxi program is available countywide. And many cities, sometimes in partnership with local community-based organizations, also provide travel training programs, volunteer driver programs, and/or shuttle services. Increasingly, cities are following nationwide trends by establishing a mobility management function that matches callers to the program that best fits their mobility needs and functional abilities. Mobility management efforts have been strongly supported by Alameda CTC as a way to ensure user-friendly service provision.

Specialized Same-Day Services

Two innovative programs provide a safety net for those who have more urgent needs than can be met by existing paratransit programs. The Hospital Discharge Transportation Service (HDTS) serves individuals who are discharged from the hospital without having pre-arranged transportation. This program, which is currently active in eight hospitals throughout the County, provides an inexpensive option to both hospitals and patients, and includes wheelchair accessible vehicles. The second

[66] For detailed information on ADA paratransit requirements, see http://www.fta.dot.gov/12876_3906.html.

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program, the Wheelchair/Scooter Breakdown Transportation Service (WSBTS) provides free one-way rides home or to a repair facility to those who have been stranded due to a mechanical breakdown of their wheelchair or scooter. While both these programs are limited in scope, to the individuals who benefit from their services, they provide a critical service at a time when no other options are available. The potential expansion of these programs to serve a wider range of urgent same-day needs is being considered given the ongoing challenge of meeting same-day, accessible trip needs.

Trends and Challenges

While fixed-route bus and train service, paratransit services and programs, and the automobile will continue to serve most of this population's mobility needs, there are a number of recent and anticipated trends that present both challenges and opportunities for serving these needs more creatively and effectively. Some of the key considerations are:



Image from iStockphoto.

- Nationally and locally, the effects of the aging of the Baby Boomer generation can be seen. Operating costs and ridership continue to grow significantly for ADA paratransit programs. These federally mandated programs are more costly to provide on a per trip basis than fixed-route transit, and offer limited flexibility for travelers' needs.
- Paratransit programs both nationwide and in Alameda County are experiencing increased pressure to provide service to dialysis treatment clinics, which patients usually must visit three to four times per week. The number of patients on dialysis nationwide is steadily increasing, and only some of those patients are eligible for Medicare reimbursements for transportation. While these trips consume an increasing proportion of ADA paratransit trips, the lack of cost sharing arrangements with clinics is placing increased pressure on paratransit programs to serve the needs of other riders within constrained budgets.
- Ensuring reliable same-day service availability, especially for consumers who need wheelchair accessible vehicles, has been a long-standing problem that

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will require ongoing attention. Unless required by local regulation, taxi companies tend to have limited availability of accessible, lift-equipped vehicles, and those that do often cannot dispatch them on a reliable, same-day basis due to cost and other operational constraints.

- Changes in the taxi industry are likely to significantly impact the way the senior and disability communities are served. Reductions in taxi driver availability and the shrinking of taxi company profits affects the ability to place greater requirements on taxi companies, such as the purchase of accessible vehicles and updated payment equipment.



Image from Alameda CTC.

- The rapid increase in transportation network companies (TNCs, such as Lyft and Uber) is creating both challenges and opportunities. These may have potential for serving first- and last-mile trips to fixed-route services to those older adults and people with disabilities who can ride transit, but who are unable to access bus stops and rail stations. ADA compliance issues, including the need to provide equivalent service for those needing accessible vehicles, assistance with stowing mobility devices, fare limits, as well as adequate driver screening and training, will need to be addressed to determine how TNCs may serve a role in meeting these communities' mobility needs.

Needs

- **Keep paratransit costs per trip under control.** The need to create more flexible mobility options on less expensive modes for seniors and people with disabilities will be a focus for Alameda County. Opportunities exist to both reduce costs per trip and provide a higher level of service to passengers by shifting some trips from ADA paratransit to other modes.



Image from Alameda CTC.

- **Ensure equitable service as new mobility options arise**. Alameda CTC is paying special attention to ensure that vulnerable populations are not left out of transportation innovations. Local trends in the on-demand transportation market are negatively affecting the availability of taxis, which

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are a critical component of existing city-based paratransit programs. New incentive programs, partnerships, and/or regulatory frameworks will be needed to ensure ongoing availability of on-demand services for seniors and people with disabilities.

- **Same-Day Accessible Transportation.** Whereas subsidized taxi programs are now available countywide for people with disabilities, almost none of those programs can reliably provide same-day transportation for individuals who need to transport wheelchairs or other large mobility devices. This service gap has impacts on the county's ability to address dialysis transportation, non-emergency medical transportation, and paratransit mode shift strategies.
- **Dialysis Transportation.** New solutions for addressing the growing demand for dialysis transportation are needed to address the unique mobility needs of dialysis patients and to ensure that East Bay Paratransit, LAVTA WHEELS Paratransit, and Union City Paratransit (ADA paratransit providers) can continue to offer at least the minimum level of service required to all riders by federal law. Locally, solutions will require strong collaboration across public and private sectors, including Alameda CTC, local ADA providers and city-based programs, social workers, and dialysis clinics.



Image from Alameda CTC HDTS Summary Report 2012.

- **Non-Emergency Medical Transportation.** The county's two existing countywide same-day transportation programs—the Hospital Discharge Transportation Service and the Wheelchair/Scooter Breakdown Transportation Service—go above and beyond what many other counties in the nation provide. However, while providing same-day service is a unique benefit, limiting those trips by purpose reduces market demand and results in high costs per trip to the county. There is potential to reform these programs to increase levels of service to paratransit customers, increase incentives for private providers, and reduce costs per trip.
- **Potential Impacts of Countywide Transit Improvements on Paratransit** Recommendations from Alameda CTC's Countywide Transit Plan will both open up new opportunities for seniors and people with disabilities and create

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some additional financial burdens on the ADA paratransit program. Recommendations for expanded, more efficient bus service on certain corridors will provide more options for the senior and disability communities. However, due to service hour expansions, some transit improvement recommendations will also require accompanying extensions of paratransit service, which will entail increased associated costs. Where necessary there may be a need to examine alternative, lower cost-per-trip models for providing required ADA paratransit service on enhanced bus routes.

Vision for the Future

As the population of people with disabilities and seniors grows, greater attention will need to be paid to creatively serving their mobility needs. Measures B and BB funding place Alameda County in a unique position to explore new options and customize existing programs in order to serve the greatest needs. Achieving greater integration between different transit modes, paratransit, taxis, on-demand services, and other community-based solutions will support freedom of movement for seniors and people with disabilities, and increase cost-efficiencies for public agencies serving the needs of these communities.

To achieve this vision, over the next one to two years, there is opportunity to:

- Establish a same-day accessible taxi incentive program to ensure the availability of on-demand transportation for individuals requiring a wheelchair-accessible vehicle
- Reform the HDTS and WSBTS programs and pilot a new same-day accessible transportation service
- Convene a subcommittee or task force of the Paratransit Technical Advisory Committee to develop solutions for dialysis transportation
- Conduct a countywide needs assessment to identify and determine other needs and solutions to serve seniors and people with disabilities in Alameda County.

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G. Parking and Travel Demand Management

Introduction

Parking and travel demand management are critical and cost-effective strategies for managing congestion and making the most efficient use of the transportation system capacity in Alameda County.

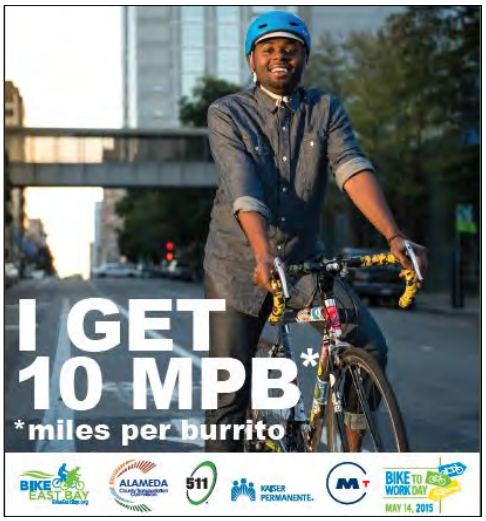


Image from http://www.alamedactc.org.

Successes

Alameda CTC has a long history of promoting and providing travel demand management in Alameda County. TDM is the strategic effort that improves transportation system efficiency and accommodates growing demand by increasing the number of trips people take using non-driving modes compared to single-occupancy vehicles. TDM strategies include promoting ridesharing, bicycling, walking, transit, parking management, and telecommuting.

TDM is a statutorily required component of the Congestion Management Program (CMP) under Section 65089 (b)(3) of the California Government Code. Alameda CTC has historically acted above and beyond this statutory requirement, providing a robust set of TDM programs and planning efforts supportive of TDM. These TDM activities are chronicled in the biannual CMP update as a "Travel Demand Management Element" chapter, which provides an inventory of the past TDM activities accomplished by regional partners, Alameda CTC, and local jurisdictions.



Image from http://www.alamedactc.org.

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Trends and Challenges

Technological advances have brought travelers significantly closer to having access to real-time information about travel conditions and options. Key challenges remain in connecting travelers to these information sources and encouraging behavior change. Programs that incentivize, promote, and encourage use of non-drive-alone travel modes will continue to play a significant role in the transportation landscape.

Parking management and other policies will continue to be some of the most important ways to address drive-alone trips. To further efforts like goBerkeley and SFPark (see sidebar), Alameda CTC must continue to provide technical assistance and planning grants to jurisdictions interested in updating their parking management plans and policies. Because of the sensitivity to changes to parking management that often arises in the public discourse, technical assistance should include elements on process, messaging, and lessons learned by other jurisdictions. This will help to ensure that changes meet the needs of local business and residential districts while making the most of often-scarce parking resources.

Case Studies: Real-time parking pricing and management programs in the region:

San Francisco's SFPark pilot showed how technology can be utilized to create a real-time variable pricing parking program. SFPark provides drivers real-time information on where parking is available and real-time parking prices. However, the cost of implementing and managing the system was very high.

The City of Berkeley has used elements of that approach to develop the goBerkeley program. This program established demand responsive value-pricing of parking in three business districts, "Premium" parking is located closest to business districts and priced higher than "Value" parking, which is located in off-street parking garages and on-street parking in lower demand neighborhoods nearby. As part of this program, the City authorized legislation allowing the transportation department to increase or decrease the price of parking without needing approval from City Council; allowing parking rates to be easily adjusted to meet demand. The pilot program resulted in increased utilization of "Value" parking, and made it easier to find parking. Seventy-eight percent of those surveyed found that parking was easier (an increase of 41% from before goBerkeley implementation).

The regional TDM landscape has a rich history of supporting alternative modes. This landscape is experiencing some shifting; the following summarizes the evolving efforts of our regional partners:

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- **Spare the Air Resource Teams:** There are a total of nine teams in the Bay Area region, two of which are located in Alameda County and listed below. These groups are made up of public, private, and nonprofit stakeholders that work together to distribute promotional materials to advocate for reducing vehicle miles traveled in their communities.
  - **Southern Alameda County Spare the Air Resource Team:** Includes partnerships with 511 Regional Rideshare Program, a transit agency (AC Transit), area businesses (Kaiser Permanente, Fremont Chamber of Commerce), a nonprofit partner (TransForm), County Supervisor Scott Haggerty's Office, school districts (Fremont, Hayward, New Haven, and Newark Unified), and cities (Fremont, Hayward, Newark, and Union City).



The Bay Area Air Quality Management District includes Alameda County and the greater San Francisco Bay area.

Image from Google Maps.

  - **Tri-Valley Spare the Air Resource Team:** Includes public sector transportation agencies and programs (511 Regional Rideshare Program, 511 Contra Costa, Safe Routes to Schools, Altamont Corridor Express, Wheels/Livermore Amador Valley Transit Authority), area private sector partners (Bishop Ranch Transportation Center, Edenred USA/Commuter Check, Enterprise Rideshare, Getaround.com, Hacienda Business Park, RidePal, Roche Molecular, Safeway), nonprofit partners (TransForm), Offices of Supervisor Scott Haggerty and Supervisor Nate Miley, and area cities (Dublin, Livermore, Pleasanton, and San Ramon).
- **The Bay Area Commuter Benefit Program**, which requires employers with 50 or more full-time employees to register and offer commuter benefits to their employees. More than 60% of the Alameda County employers that registered for the program are offering commuter benefits for the first time as a result of the program. MTC and the Bay Area Air Quality Management District are leading the effort to ensure this program becomes permanent and has released an evaluation report[67].
- **The 511 Rideshare Program** supports travelers in the Bay Area by providing information and incentives for ridesharing. The Regional Ridematching System

[67] The Bay Area Commuter Benefit Program pilot evaluation report can be found on Bay Area Air Quality Management District's website at: http://www.baaqmd.gov/rules-and-compliance/commuter-benefits.

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hosted on 511.org pairs riders in static carpools and vanpools, and promotes a select group of qualifying private sector carpool matching smartphone applications.

Marketing and Promotion

Informing commuters of transportation choices and options is an important part of TDM, including information about opportunities and results such as travel time reliability, and time and costs savings afforded by many commute alternatives.

Reliable Data

Funding TDM and parking management programs is much easier when the effectiveness can be shown in the numbers—monitoring the number of trips or drive time reduced given the cost of implementing the program is important for demonstrating the effectiveness of a given approach.

Developing a robust evaluation methodology can often be outside the realm of experience of local jurisdiction staff and where support is needed Alameda CTC could provide monitoring support for TDM programs. Alameda CTC could consider planning and technical assistance funding for supporting reliable and comparable data collection and evaluation.

Vision for the Future

Next Steps for Alameda CTC Strategic TDM Activities

Alameda CTC takes actions to encourage, supplement, and support local governments in their TDM efforts, allocates funds for multimodal transportation improvements, provides guidance and technical assistance to localities in developing their own TDM programs, and monitors compliance with the required program that's part of the TDM element in the CMP. Alameda CTC's planning efforts also consider TDM.

Strategic Planning Activities

- **Funding multimodal transportation infrastructure and services:** The 2012 Countywide Transportation Plan suggests 52% of project funds and 60 % of programmatic funds for transit and bicycle and pedestrian projects and programs. This 2016 Countywide Transportation Plan will similarly suggest improvements in multimodal infrastructure.
- **Planning for multimodal transportation infrastructure and services:** The 2012 Bicycle and Pedestrian Plan updates, and the 2016 modal plans (Transit Plan, Multimodal Arterials Plan, and Goods Movement Plan) outline strategies to increase transit, bicycle and pedestrian mode share.

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Strategic Project and Program Activities

- **HOV/Express Lanes Operations:** Alameda CTC operates two express lanes on the I-680 and I-580 corridors. In addition to managing these lanes Alameda CTC and partners on the corridor have employed promotional programing, which will be discussed further as follows.
- **Guaranteed Ride Home Program (GRH):** The GRH program continues to provide an insurance policy to provide relief to pedestrians, cyclists, carpools/vanpools, and transit riders by way of reimbursement for unplanned trips, such as medical emergencies or unscheduled overtime.
- **Safe Routes to School (SR2S) Program:** The future for SR2S includes continuation of educational programs, safety projects, and support for Walk and Roll to School Day. The program will continue to support the Alameda County SR2S website (alamedacountysr2s.org), which provides information, as well as event postings and news reports to students, parents, and teachers.
- **Affordable Student Transit Pass Pilot Program:** This program will begin in 2016 to develop pilot school sites for providing affordable transit to middle and high school age youth.
- **Bike Safety Education:** Alameda CTC will continue engaging with Bike East Bay to provide free bicycle safety classes for people in Alameda County.

Technical Assistance

- **Technical support for new and existing transportation management associations (TMAs):** TMAs throughout the county are typically comprised of a "group of public and private agencies and firms joined to cooperatively develop transportation-enhancing programs in a given area."[68] Alameda CTC will continue to foster new TMAs and strengthen support for existing TMAs as part of the CMP.
- **Technical assistance:** Through the Sustainable Communities Technical Assistance Program, Alameda CTC supports multimodal planning efforts that focus on priority development areas to implement alternative transportation studies and projects.

[68] National Resource Center for Human Service Transportation Coordination, and Community Transportation Association. "Glossary of Transportation Terms." Accessed March 3, 2016. http://web1.ctaa.org/webmodules/webarticles/articlefiles/TransportationGlossary.pdf.

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- **Commute Choices website:** Launched in 2015, this online platform inventories the full range of commute alternatives and is Alameda CTC's TDM clearinghouse. The opportunities for expansion of this tool include leveraging the existing tools available to commuters and providing a central landing place for Alameda County commuters.

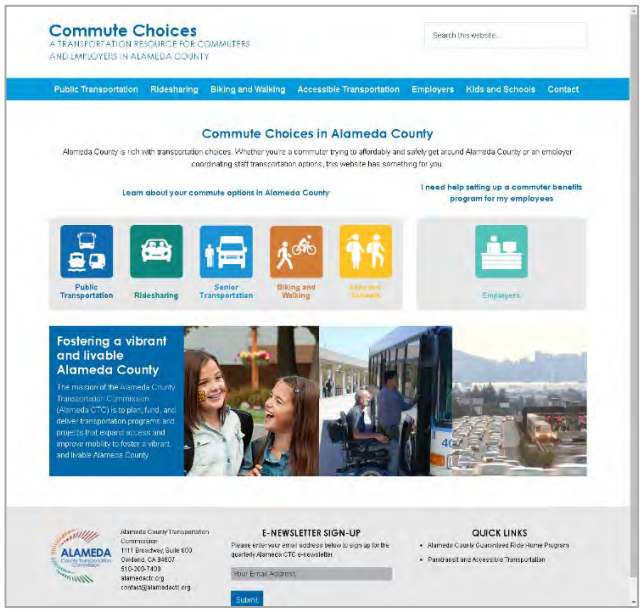


Image from http://commutechoices.alamedactc.org/.

Promotional Programs

- **Walking and biking promotional programs:** Both the "I Walk!" and "I Bike" promotional campaigns have succeeded in prompting active transportation in Alameda County. Since 2008, Alameda CTC has supported the annual Bike to Work Day event.

Corridor-specific Promotional Programs:

- **I-580 and I-680 Express Lane Corridors:** Alameda CTC promotes rideshare opportunities on an ongoing basis within the express lanes it manages in Alameda County.
- **I-80 SMART Corridor:** Alameda CTC is partnering with various state and local agencies to provide real-time traffic information and corridor management along the I-80 corridor and parallel/connecting arterials to reduce congestion. The corridor is managed through adaptive ramp metering, real-time incident management reporting and rerouting. Variable speed signs and blocked lane signs assist drivers in making informed decisions in the event of an incident.

H. Technology and Innovation

Introduction



Image from actransit.org.

Transportation has been changing dramatically over the last few years, from new navigation services that provide real-time traffic conditions (such as Waze and Google Maps), new kinds of privately managed transportation services, to automated vehicles. For public transit, real-time arrival information has become the norm, while smartphone ticketing is now being used by a few transit agencies. Technologies that were once considered unattainable or unrealistic are now a reality. Alameda CTC will need to position the county to take advantage of these while ensuring that services are still available to those that may not have access to computers or smartphones.

Alameda CTC has also been working to improve transportation network operations through implementation of infrastructure (supply) and demand-based technologies. On freeways, permanent variable message signs provide users with information on delays and incidents. Other technology improvements include: signalization improvements, signal priority/preemption, ramp metering, Advanced Traveler Information Systems (ATIS), and incident detection and management. These technologies help reduce congestion and improve safety of existing infrastructure. Through the Travel Demand Management program, Alameda CTC is exploring options to partner with the private sector partners engaged in shared-mobility to expand travel choices in addition to its traditional Guaranteed Ride Home Program.

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Successes

The following Alameda CTC projects show how technology and innovative solutions can help address the county's transportation problems.

East Bay SMART Corridors Program

The East Bay SMART Corridors Program[69] is a collaboration between Alameda CTC, MTC, state highway agencies, AC Transit, and local jurisdictions to improve the functioning of key highway and arterial corridors, including the I-80/San Pablo Avenue Corridor, the I-880 Corridor (which includes the freeway and parallel arterials from Oakland to Union City), and the International Avenue/East 14th Street/Telegraph Avenue Corridor. Specific strategies include ramp metering, signal coordination, and pre-emption, allowing smoother flowing traffic and adjustments to signal timing for transit and emergency vehicles to provide faster services. Managing freeways and nearby arterials together allows greater flexibility to manage normal rush-hour congestion as well as specific traffic incidents. The I-80/San Pablo Avenue SMART corridor is discussed further below.



Image from smartcorridors.com.

[69] Further information on the Alameda County SMART Corridors Program can be found at: http://www.alamedactc.org/files/managed/Document/17311/1407.000_SMARTCorridorsOM_factsheet_CMA9450.pdf.

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I-80 SMART Corridor Project/Integrated Corridor Mobility Project (ICM)

With as many as 270,000 vehicles per day, the I-80 corridor in Alameda County is one of the busiest in the Bay Area. The I-80 SMART Corridor/Integrated Corridor Mobility project[70] manages traffic on I-80 between the Bay Bridge Toll Plaza and the Carquinez Bridge, including San Pablo Avenue and the portions of arterials connecting San Pablo Avenue and I-80. The project includes a network of integrated electronic signage and signals, such as variable message signs, blocked lane signs, ramp meters, and other elements to enhance safety and travel time reliability and reduce accidents and associated congestion.

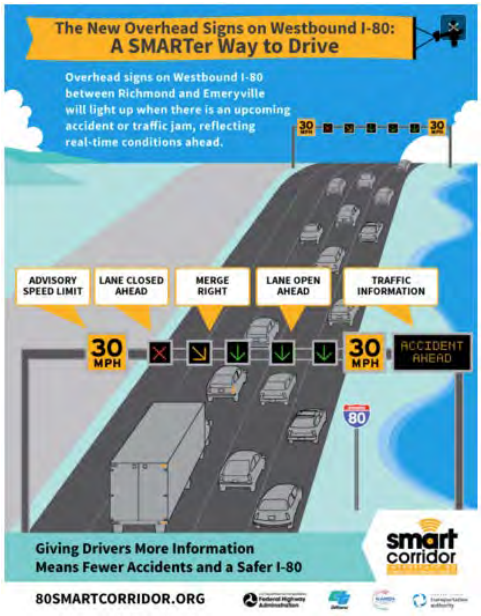


Image from smartcorridor.org.

Express Lanes



Image from bayareafastrak.org.

Alameda CTC pioneered the implementation of Express Lanes in the Bay Area region with the implementation of Northern California's first express lane on the southbound I-680 between SR 84 and SR 237 in 2010. Additionally, the first continuous access Express Lanes in the region were opened on I-580 in the Tri-Valley area of Alameda County in February 2016 between Dublin, Pleasanton, and Livermore. These express lanes are congestion relief strategies that make remaining capacity available to solo drivers that pay a toll while keeping it free to eligible users. Tolls vary depending on congestion levels, and can be paid using a standard FasTrak® transponder. Carpools, vanpools, and eligible clean air vehicles can use the lanes for free like a normal HOV lane by using a FasTrak Flex transponder. These lanes, which use varying tolls according to congestion levels ensure the most efficient use of scarce freeway capacity, prevent slow-downs, and improve enforcement capabilities and the ability for emergency vehicles to quickly access crash sites. MTC is developing a network of Express Lanes[71] throughout the

[70] Information about the I-80/San Pablo Avenue SMART Corridor can be found at http://www.alamedactc.org/app_pages/view/1700.

[71] Further information on all operating and planned Bay Area Express Lanes can be found at http://bayareaexpresslanes.org.

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Bay Area that will convert 150 miles of existing HOV lanes to express lanes, and add 120 additional miles to this network. The ultimate vision will include 550 miles of express lanes.

East Bay Bus Rapid Transit

Bus Rapid Transit (BRT) is a cost-effective way to improve transit performance and increase ridership by giving transit its own dedicated lane and making other improvements to improve reliability, convenience, and attractiveness of the service. Construction will begin in 2016 on the East Bay's first BRT project by AC Transit, the East Bay Rapid Transit Project, which will be constructed between Downtown Oakland and San Leandro, with planned completion by the end of 2017.[72] The project will include elements such as transit signal priority and signal upgrades to improve bus travel times along this critical transit corridor. This is the first BRT project in the East Bay and could potentially serve as a model for future projects to improve the speed and reliability of transit service on major corridors and bus transit trunk lines.



Seattle's BRT expansion features real-time information at stops.

Image from Nelson\Nygaard.

[72] AC Transit East Bay BRT page: http://brt.actransit.org/.

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Trends and Challenges

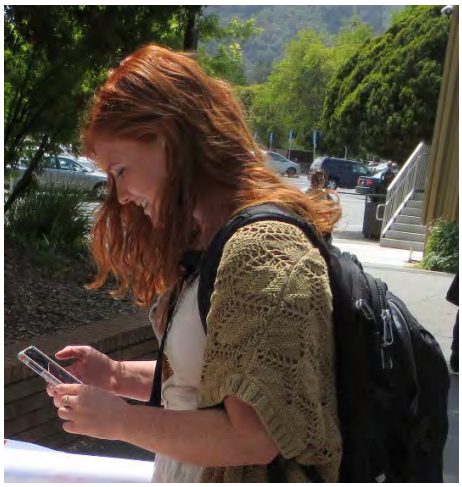


Image from Nelson\Nygaard.

Advancements in technology and the widespread use of smartphones are causing the biggest changes in transportation since the invention of the automobile. Policy makers are forced to contend with issues that have never before existed, but at the same time, these technologies have the potential to solve transportation puzzles that previously seemed intractable. It is critical that Alameda CTC consider these technologies, and their challenges and opportunities, in its long range planning activities. Alameda CTC has not made any policy decisions associated with these trends and recognizes that the regulatory environment is evolving to address safety, accessibility, affordability, and labor issues.

On-demand/Micro-Transit



Image from vta.org.

Flexible on-demand or micro transit is also being aided by technology. The Santa Clara Valley Transportation Authority (VTA) recently launched FLEX, their dynamic transit pilot program, which operates within a 3.25 square mile area in North San Jose and is slated for expansion. Users request rides and pay the fare via their smartphones and drivers are dispatched. The pilot is meant to reduce on- and off-vehicle travel time by providing stops closer to destinations and only stopping where and when rides have been requested. This could be an affordable option in Alameda County for low-density areas, mid-day or late-night services, or services that serve people with special mobility needs. AC Transit will also be testing a flex-service model in southern Alameda County in 2016.

Transportation Network Companies

Transportation Network Companies (such as Lyft and Uber) have become commonplace, providing new options for short-distance trips, first/last mile transit connections, and transportation for people with mobility challenges such as those with disabilities and the elderly. They are easily available in denser urban areas at all times of day or night but often lack availability outside of the urban core, and require use of a smartphone. Other companies such as Chariot, in San Francisco, operate more like transit, using vans on scheduled routes.

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Carpool matching

Private carpool matching apps are also gaining traction, with the ability to flexibly match people into carpools on a per-trip basis. Many of the traditional barriers to carpooling can be overcome with these types of services. 511 Rideshare has developed a partnership program to promote these new technologies to expand carpooling. These new carpool apps provide the opportunity to directly provide incentives to those that are carpooling and confirming that the trip has been taken. They also have the potential to provide new data on areas where higher capacity transit could operate.

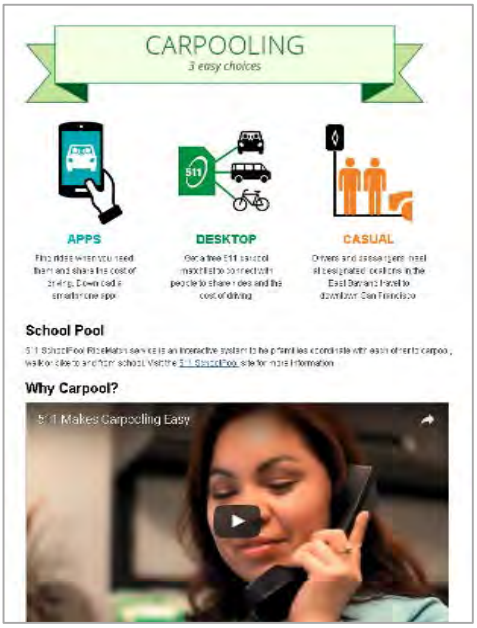


Image from 511.org.

Vehicle and Parking Sharing

While car-sharing has been available for over a decade, new technologies are enabling more sophisticated networks and different types of sharing beyond private car fleets, such as ZipCar and City Carshare. The Bay Area is already home to new vehicle types available for sharing including bike share (Bay Area Bike Share) and scooter share (Scoot), as well as different sharing models, such as private vehicle owners allowing others to user their vehicles when they don't need them as compared to a sharing company owning and maintaining its own fleet of vehicles. Point-to-point car sharing (such as Car2Go) exists elsewhere in the U.S. but is not available yet in the Bay Area due to complications involving parking policies. Carma Carpool and City Carshare have recently joined forces to develop a service that combines carpool matching, shared vehicles, and employer fleet vehicles to maximize usage of car seats, vehicles, and parking spaces. Peer-to-peer parking (where people can rent their driveway or other parking space when they aren't using it) will likely also be something we see in the future. New technology has also allowed improvements in secure bike parking, with card activated bike lockers and secure bike rooms now available at a number of BART stations. These technologies make it easier for people to own fewer cars and use alternative modes, knowing that a vehicle (of any type) is available when needed.

Goods Movement

Existing and emerging technologies are critical for the goods movement sector in several different ways. Through use of Intelligent Transportation Systems, connected

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vehicles, and other technology solutions, existing roadway capacity can be more effectively used to move goods efficiently within and through Alameda County. Technology and operational strategies are also key to reducing impacts of goods movement activity on the health, safety, and quality of life in neighborhoods, as trucks move through these communities. Alameda CTC is creating a technology development collaborative to deal with the low emission program, introduce advanced logistics technologies, and develop public-private partnerships for pilot of demonstration technologies (see Goods Movement modal strategy for further information).

Data Availability

Transportation is by definition a mobile activity. The development and expansion of services that use mobile platforms such as smartphone apps and wearable technology in their operations can provide improved information on where people are going to and coming from, and how they are getting there. Where transportation data was once entirely within the purview of public agencies, now much of this data is being collected by the private sector. Working collaboratively with the owners of this data may allow new insights into where improvements may be needed and whether efforts have led to positive outcomes. Some apps already provide real-time feedback to users such as navigation apps that provide detours around incidents or congestion, and can provide opportunities for incentivizing use of sustainable modes to those that are using them. While these data sources provide expanded opportunities, they may have varied coverage across demographic groups and geographies, and should not be a sole source of information. Working with "big data" also comes with its challenges, such as partnerships with private sector data owners, new types of data sets, as well as the sheer volume of data that also requires new analysis tools and expertise.

Automation

Automated vehicles and connected vehicles, including vehicle to vehicle (V2V) and vehicle to infrastructure (V2I) technologies, have the potential to change the face of transportation as we know it. It is likely that in the future, fewer people will own cars, more people will regularly ride with strangers, fewer parking spaces will be needed, and the efficiency and safety of the overall system may be improved. While it is difficult to know what the true impacts will be, flexibility can be built into long range plans now so that planners and decision-makers can more quickly respond. As changing technology evolves, Alameda CTC's role could provide technical assistance and trainings on the subject to ensure that jurisdictions plan for potential

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impacts, as well as develop supportive policies in anticipation of these technologies, while ensuring that public needs are addressed.

Vehicle Technology

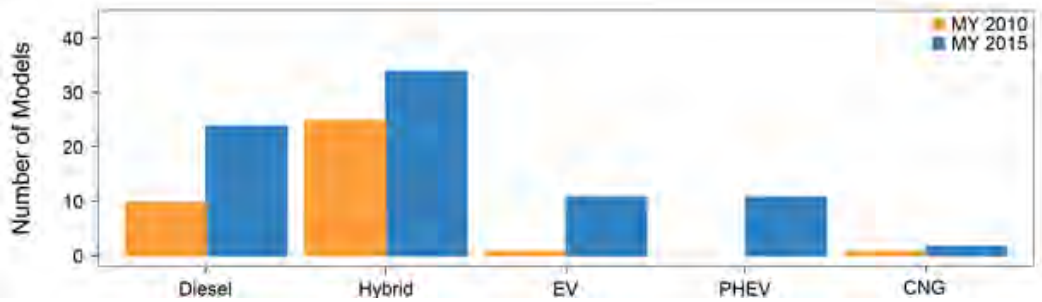
Increased fuel efficiency, alternative fuel vehicles, and vehicle technology innovations have changed the fundamental assumptions about the environmental impacts of driving. The number of vehicle models using alternative fuels and increased fuel efficiency has increased dramatically in the last several years (see Figure 6-13, below). This is good news for transportation impacts and air quality in Alameda County. Supporting the use of these vehicles includes expanding supporting infrastructure such as EV charging stations in public parking areas.



Electric vehicle recharging stations like this one in Salem, Oregon, support the expansion of electric vehicle usage.

Image from Nelson\Nygaard.

Figure 6-16 Use of Alternative Fuels by Modal Year (MY)[73]



[73] The EPA provides information on alternative vehicle technologies, fuels, and fuel efficiency at www3.epa.gov/otaq/fetrends.htm. MY: Model Year; EV: Electric Vehicle; PHEV: Plug-in Hybrid Electric Vehicle; CNG: Compressed Natural Gas Vehicle.

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Needs

Knowledge Sharing

The rate of technological advance means that government agencies are often struggling to keep up. A forum for local agencies to learn about and share, discuss, and identify the impacts and opportunities for new technologies is critical to positioning Alameda County as a transportation leader.



Data

Technology operates on data, and transportation data has historically been the arena of government. Newly available "big data" could provide a wealth of information to improve planning and funding activities across Alameda CTC's many roles. With an increase in available data, it will be important to develop a team focused on working with this data, including aggregation and analysis. This will allow planners and other staff to focus on how to apply insights from the data rather than keep up with the newest data sources, formats, and analysis methods.

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Vision for the Future

Technology and innovation in the transportation arena are taking place at an incredible rate. New transportation options are solving problems previously considered intractable. Government agencies are working to identify their role in this new landscape. Alameda CTC can take the lead by looking for ways to use, promote, and assist in the uptake of technologies that help meet shared goals, while at the same time working to ensure that all communities benefit from them. It will be important to identify areas that will also impact government staffing and revenue early.



Image from Flickr user Thomas Hawk.

- **Develop collaborative relationships** with technology companies that will help Alameda County meet shared transportation goals such as reduced emissions and congestion, and increased use of sustainable modes.
- **Improve data collection and analysis methodologies** by taking advantage of newly available data sources that can provide more detailed information about transportation choices, routes, needs, and the outcomes of planning, service improvement, and promotional efforts.
- **Develop guidance and partnerships with local and regional jurisdictions** and hold webinars and other training sessions on new technology, its impacts to transportation planning, policy implications, and how local jurisdictions can respond. Topics can include vehicle technology and communications and potential impacts to local transportation, staff, and budgets; infrastructure requirements; and data collection and analysis. Develop partnerships across agencies and jurisdictions to address data and policy issues.
- **Work with local jurisdictions and transit agencies** to identify ways that new technologies can improve transit service to traditionally underserved populations such as low-density areas, elderly, and people with disabilities.

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- **Continue to develop innovative connected corridors** that can improve safety and reduce congestion, and expand implementation of congestion pricing based on real-time conditions. Support policies and projects for vehicle to vehicle (V2V) and vehicle to infrastructure (V2I) communications.
- **Support pilot programs** that can test technological solutions that can support Alameda CTC's transportation vision and goals.
- **Identify ways that technology can be used** to further advance planning processes, such as providing public information and soliciting input to and from those most interested and affected by specific projects.

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7 Equity Strategy

Introduction

Ensuring that our transportation system serves everyone is a fundamental goal of Alameda CTC, and ensuring people of all backgrounds have access to the Bay Area's vibrant economy will only strengthen the county's and region's abilities to compete in the global economic system. This equity strategy and the analysis that undergirds it aim to position Alameda CTC to inform partners and to address existing transportation equity issues through the agency's planning efforts and funding programs. The equity strategy will be a component of future CTP updates to ensure this work is sustained over time.

Alameda County is one of the most diverse counties in California, with large populations from a variety of racial and ethnic backgrounds. The richness of this diversity, and the benefits it brings to our communities, underscores the need for equitable, accessible, and affordable transportation options. Alameda County is also home to many individuals for whom it may be more difficult to navigate the transportation system due to language barriers, economic hardship, mobility challenges, or simply by circumstance of age. Nearly 20% of the county's population has limited proficiency with English, and language limitations can create barriers to accessing information about mobility options. More than a third of the county's households earn less than $50,000 per year,[74] making it a challenge for many to afford daily transportation costs. Alameda County communities also include many young people and a rapidly increasing population of elderly individuals. Both of these groups also face a unique set of mobility and transportation challenges.

Transportation is, of course, typically a means to an end rather than the end goal—it is the way we travel from home to work, school, shopping, and leisure by a variety of different routes and modes. As such, transportation improvements are influenced by a variety of different factors: land use and transportation policy decisions; local, state, and federal funding availability; and, of course, system performance. While the equity analysis examines the ways the existing transportation system meets the needs of Alameda County travelers today and addresses goals for the future, our transportation system is also shaped by historical investment policies and ongoing challenges. This equity analysis reveals no substantial inequities in the investment of Alameda CTC's local funding. Improving our transportation system with limited funds presents ongoing challenges that affect each mode and each community differently, particularly given historical policies.

[74] Defined as "low-income" for this analysis, as the closest approximation of 200% of the federal poverty line for a family of four. Source: Alameda County travel demand model.

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Alameda CTC is committed to addressing the complex nature of these challenges with our partners, and the equity strategy represents a key step in doing so. The analysis detailed in this chapter looks at how members of the populations described herein are distributed geographically and compares that to the ways in which the performance of the transportation system and the system's negative impacts vary across the county. It also considers the results of community outreach efforts, through which members of these communities identified priorities for the transportation system, including:

- Ensuring safe travel for all modes, particularly pedestrians and bicyclists
- Implementing solutions to manage traffic congestion
- Enhancing the county's bicycle network and creating more opportunities to store bikes securely
- Increasing bus service and improving bus travel time and reliability
- Addressing transportation needs specific to aging populations
- Improving access to/from BART stations for pedestrians
- Making public transit more affordable and accessible for students
- Improving intersection design for all travelers
- Ensuring easy connections between transit operators and routes

The equity strategy responds to these issues and represents an effort to begin developing ways to narrow and, ultimately, address transportation disparities over the life of the Countywide Transportation Plan. Specifically, the equity strategy seeks to:

- **Illustrate whether countywide transportation inequities exist in communities with concentrations of the equity factors identified.** This illustration will be presented both in terms of the equity of "inputs," or transportation investments, and in terms of the equity of the "outputs" in terms of levels of transportation performance.
- **Educate local jurisdictions on transportation equity issues identified** by providing mapping analysis on all disadvantage factors analyzed. This geographic analysis expands the focus beyond the MTC-identified Communities of Concern and the Community-Based Transportation Plan (CBTP) communities, recognizing that there are more people in Alameda County that might be included in the equity analysis factors than located only in these defined areas.
- **Ensure future programming is supportive of the needs identified in the equity analysis**; while the CTP is not a programming document, and is not directly linked to funding, it can be used as a framework for understanding equity disparities.

It is important to remember that many of the equity issues highlighted in this chapter are about more than just transportation, and some factors contributing to these

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conditions are beyond the control of Alameda CTC and this Countywide Transportation Plan. Alameda CTC is committed to addressing disparities through the levers of influence available to the agency. However, eliminating disparities will require effort from a range of public and private actors and institutions, supported by policies at every level of government that address the underlying causes of these issues.

Relationship to Community-Based Transportation Plans and Lifeline Transportation Program

This equity strategy functions as an integrated Alameda County Community-Based Transportation Plan update. The Lifeline Transportation Program provides an important source of funding for investments and services that meet the transportation needs of economically disadvantaged populations throughout the region. To be eligible for the grant program, projects must address a need identified through a CBTP or "other substantive local planning effort involving focused outreach to low-income populations."[75] This analysis looks at more than just economic disadvantages, also considering things like race-, age-, language-, and mobility-related factors that might also create disadvantages. Still, the analysis below aims, in part, to identify which communities meet Lifeline's eligibility criteria while expanding the range of communities considered for program funding beyond those identified during previous CBTP development efforts.

To date, the county's CBTPs have focused on five communities in North and Central Alameda County. This effort builds off that work by acknowledging that those communities have ongoing needs while also calling attention to other neighborhoods with less concentrated but still notable disadvantaged communities in other parts of the County. It broadens the more traditional approach by looking at transportation needs and performance gaps across the county, not just in CBTP communities. This more holistic approach opens up a wider range of potential strategies and solutions to meet identified needs and gaps.

Equity Analysis

Background

It has only recently become more common for countywide or regional long-term planning studies to directly factor the ways in which disadvantaged populations experience the transportation system into decisions about long-term improvements or the ongoing administration of transportation programs. MTC has been a pioneer in considering these types of populations in its long-range planning efforts, completing equity analyses as part of its two most recent Regional Transportation Plans (RTPs). MTC recently recommended that each of the nine Bay Area counties also complete

[75] http://mtc.ca.gov/sites/default/files/LTP4_guidelines.pdf, page 18.

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equity analyses as part of their next countywide transportation planning efforts, as defined in MTC's CTP guidelines.

Past equity analyses have taken a variety of forms, but they typically attempt to estimate how transportation spending accrues to different population groups and whether the transportation system's performance is generally worse for those groups, based on the geographic areas in which they are concentrated. Alameda CTC's approach is grounded in research on best practices and lessons learned from past efforts and uses a combination of spatial and statistical analysis tools to understand nuances across populations, communities, and geography.

Methodology

The analysis included racial, Limited English Proficiency (LEP), and low-income populations consistent with Federal Title VI analyses, as well as a small number of additional groups deemed to be potentially disadvantaged, including zero-car households, young people who are old enough to travel independently, and seniors. A limited number of metrics were selected on which transportation system performance would be measured based on how effectively they represent one's overall experience with the transportation system, how well they reflect the goals of the Alameda CTC Countywide Transportation Plan, and data availability. To examine the distribution of positive and negative impacts across these groups multiple test methods were explored, in order to determine which would be most robust. Testing multiple approaches led to the most inclusive methodology that could be applied with the data available to the team—incorporating groups that were adversely affected whether

Assessing Correlations between Demographics and Performance—a primer on the methodology

The equity analysis used a series of statistical tests to determine whether areas with higher concentrations of a demographic group were correlated with worse outcomes on performance. Two of the statistical tests (difference of means and chi-squared) compared the performance of Census tracts with a substantial concentration of each demographic group to all other tracts, while one of the tests (regression) looked continuously at whether increasing concentrations of a given demographic group was correlated with worse performance on a given metric. If *any* of the three statistical tests revealed a negative disparity or a trend toward worse performance, it was deemed an equity issue.

Using just one of these tests could leave the analysis vulnerable to missing some disparities. Relying on two tests that compare transportation conditions in a group of tracts with high concentrations of a given demographic group to those with low concentrations of the group might have missed patterns that would be revealed if the thresholds defining high versus low concentrations were set differently. Likewise, if the analysis relied entirely on regression, it might have missed some disparities that could be masked by correlations between the demographic variables (i.e. if two demographic groups tend to live in the same areas or if certain demographic variables overlap significantly) or the effects of unevenly distributed data (i.e. if performance is particularly good or bad in fewer tracts, that could skew regression results).

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they were members of multiple groups of one group, or were affected by one factor or many factors.

Demographic Groups

Traditionally, disadvantaged populations have been considered in an aggregated way, with a focus on areas with populations with multiple or *overlapping* concentrations of people from those disadvantaged or vulnerable backgrounds. While this approach has strengths and has enabled the identification of communities with the most extreme concentrations of disadvantaged populations, it also has limitations, obscuring challenges specific communities face and excluding people from vulnerable demographic groups who happen to live in areas with lower concentrations of such populations.

The adopted approach for the CTP sought to mitigate these limitations by analyzing transportation performance for each population individually across various factors, in order to examine whether any specific group experiences disproportionately poor transportation conditions. In other words, the approach tried to identify groups for which, no matter where members of the group live, the transportation system tends to perform worse than it does for people in the general population.

This analysis focused on the historically underserved demographic groups shown in Figure 7-1. Groups were included based on the Federal Transit Administration's Title VI guidance, U.S. Census Bureau categories and thresholds, and/or inclusion in Plan Bay Area.[76]

[76] The analysis also initially considered women a vulnerable demographic group, given historic disadvantages, but did not find major differences in women's population share across neighborhoods, nor notably worse transportation performance for the group on most metrics.

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Figure 7-1 Groups Included in Equity Analysis

Equity Factors	Demographic Groups	Reference for Inclusion
Racial/Ethnic	American Indian and Alaska Native Asian[77] Black or African American Hispanic or Latino Native Hawaiian or Other Pacific Islander[78]	FTA Title VI Guidance (Circular 4702.1B)
Income/Affordability	Up to 200% of federal poverty line ($50,000/household as estimate)[79]	U.S. Census Bureau Poverty Thresholds
Age	Mobile Youth (10-19 years)[80] Senior (>75 years)[81]	Youth: U.S Census and California DMV Senior: Plan Bay Area equity category
Language Skills	Limited English Proficiency[82]	Plan Bay Area
Mobility	Zero-Car Households	Plan Bay Area

Performance Metrics

The analysis looked at transportation system "inputs," i.e., how transportation dollars are spent, and "outcomes," i.e., the accessibility, quality, and usability of the transportation system that result from investment patterns of the transportation system in Alameda County, and how equitably they are distributed today.

[77] Includes, per FTA Circular 4702.1B: "People having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent, including, for example, Cambodia, China, India, Japan, Korea, Malaysa, Pakistan, the Philippine Islands, Thailand, and Vietnam."

[78] Includes, per FTA Circular 4702.1B: "People having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands."

[79] Given the structure of Census data, this is the closest possible approximation of 200% of poverty for a family of four. The poverty line for a family of two adults and two related children was $24,008, according to the most recent thresholds released in 2014. The 200% federal poverty line metric was chosen to maintain consistency with federal funding guidelines using this threshold to identify low-income people. (http://www.census.gov/hhes/www/poverty/data/threshld/thresh14.xls and http://factfinder.census.gov/bkmk/table/1.0/en/ACS/13_5YR/S1901/0500000US06001).

[80] The selected census age groups represent the age range at which minors are generally independently mobile but lack an automobile. DMV license data was used to confirm that this bracket should include people in their late teens – this cohort gets drivers licenses at much lower rates than other age brackets.

[81] Per Plan Bay Area, 75 represents advanced enough age that mobility might start to be limited for a significant portion of this cohort.

[82] Per FTA Circular 4702.1B: "Includes people who reported to the U.S. census that they speak English less than very well, not well, or not at all."

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The equity analysis used five areas of transportation performance that could be readily analyzed based on available data. The performance areas and the specific metrics are shown in Figure 7-2.

Figure 7-2 Equity Performance Metrics

Topic Area	Metric	Source
Motorized Accessibility	Job Accessibility[83] via Transit (45 minutes) vs. Auto (30 minutes)	Alameda CTC Travel-Demand Model and U.S. Census Bureau Longitudinal Employer-Household Dynamics (LODES) Data
Motorized Accessibility	Difference in Peak and Off-Peak Job Accessibility Ratios	Alameda CTC Travel-Demand Model and U.S. Census Bureau Longitudinal Employer-Household Dynamics (LODES) Data
Bicycle and Pedestrian Safety	Pedestrian and Bicycle-Involved Collisions	Caltrans Statewide Integrated Traffic Records System (SWITRS)
Bicycle Comfort	Average Level of Traffic Stress on Nearby Arterials	Alameda CTC Arterial Plan
Air Quality	Diesel Particulate Matter (PM)	CalEnviroScreen 2.0
Air Quality	Asthma ER Visit Rate	CalEnviroScreen 2.0
Pavement Condition	Share of Roadway Miles Deemed "At Risk" or Worse	MTC StreetSaver

Findings

As noted above, the equity analysis examines the ways the existing transportation system meets the needs of Alameda County travelers today, recognizing that these results are from historical investment policies outside of Alameda CTC's decision-making control. This equity analysis reveals no substantial inequities in the investment of Alameda CTC's local funding.

Figure 7-3 summarizes the outcomes of the equity analysis. Cells in the matrix with a diamond indicate that at least one of the statistical tests identified a disparity or trend toward worse performance for the particular demographic group on the

[83] Job accessibility is defined as the number of jobs in specific categories that residents of a given tract can reach within the specified travel time for each mode. Jobs included in this analysis included jobs in low-wage and mid-range industries, based on MTC Prosperity Plan Jobs Housing Report categorizations: Retail trade, administrative support, waste management, remediation, arts, entertainment, recreation, accommodation and food services, other services (not public administration), construction, manufacturing, wholesale trade, transportation and warehousing, real estate, rental, leasing, educational services, health care/social assistance, and public administration.

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particular performance metric. Areas with higher concentrations of African American/Black residents showed disparities or negative trends on each of the metrics, more than any other demographic group. Other groups seeing poorer performance across most of the metrics include low-income households, individuals with limited English language proficiency, and households without private cars.

The difference in the reach of transit, relative to automobiles, between peak and off-peak periods might be particularly important for low-income and zero-car households, which are more likely to depend on transit for their economic well-being. People with low incomes may also disproportionately hold jobs with arrival and departure hours that do not fall in traditional peak periods, making the difference between peak and off-peak service particularly challenging for them.

Several metrics showed equity issues for a majority of the demographic groups. These included air quality (rates of emergency room visits related to asthma), as well as access to comfortable bicycle facilities. These results align with anecdotal information, background research associated with transportation inequities, and the following data from the surveys conducted as part of this effort. Many individuals in the targeted populations tend to be concentrated in areas with wider streets, more traffic, and proximity to air pollution sources, including goods movement facilities and regional freeways.

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Figure 7-3 Equity Findings

	African Am./ Black	Am. Indian/ Alaska Native	Asian Am.	Hispanic /Latino	Pacific Islander/ Hawaii Native	200% of Poverty	Mobile Youth (10-19)	Seniors (75+)	Limited English	Zero-Car HHs	Total
Air Quality (Asthma Hospital Visit Rates)	♦	♦		♦	♦	♦	♦		♦	♦	**8**
Air Quality (Diesel Emissions)	♦					♦			♦	♦	**4**
Bike and Ped Safety (Collisions)	♦	♦	♦			♦				♦	**5**
Bike Comfort (Level of Traffic Stress)	♦		♦	♦	♦		♦	♦	♦		**7**
Job Accessibility (Transit compared to Auto)	♦		♦	♦			♦	♦			**5**
Job Accessibility (Peak vs. off-peak transit accessibility)	♦					♦			♦	♦	**4**
Pavement Quality ("At Risk" or Worse)	♦			♦		♦			♦	♦	**5**
Total	**7**	**2**	**3**	**4**	**2**	**5**	**3**	**2**	**5**	**5**	

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The equity analysis used the ratio of jobs in certain categories accessible by transit to the number of jobs accessible by auto. This functions as a measure of the availability of a variety of good travel options. It is important to note, however, that transit accessibility was much lower than auto accessibility across the county, even in the areas with the best transit service. This condition is by nature a potential transportation equity issue, given that low-income households are less able to afford the expenses related to private automobiles than higher-income households. In other words, job access is an issue for disadvantaged communities countywide because of the disparities in access between transit and private automobiles.

The equity analysis highlights the countywide trends as a way of understanding the biggest performance issues and gaps, but the results do not mean that the issues highlighted here manifest identically in every community. Moving from analysis to response requires looking at results on a more fine-grained level, community-by-community. The equity strategy, detailed later in this chapter, lays out a path forward on this important next step.

Analysis of Inputs: Funding

The team also looked at key *inputs* that help the transportation system evolve over time—Alameda CTC's major funding programs. This analysis was intended to take a snapshot of how the largest proportion of funding (local direct distribution funds to cities, the County, and transit operators) is distributed in Alameda County; however, it does not take into all transportation funding sources allocated to projects and programs in Alameda County, such as regional, state, and federal sources, nor does it take into account many capital projects because of the regional network nature of those investments. This portion of the analysis involved analyzing how equitably formula funds are distributed across the demographic groups included in the analysis. The team looked at how Vehicle Registration Fee and Measure B/BB funding has been distributed, on average, over the last four fiscal years among various cities and programs. To conduct the analysis, the team also used the demographic makeup of the user-bases of recipients of direct local distribution funds (e.g., populations of cities and ridership of transit agencies) and survey data for transit and paratransit.

This analysis of "inputs" did not highlight any significant inequities in Alameda CTC investments. However, there are major limitations to this analysis, including a lack of consistently available data for all jurisdictions and programs in the county that could allow for a granular analysis of investment benefit by population group. The analysis also excluded fund sources over which Alameda CTC has less direct control, including both state and federal grant and formula funding programs that make up a significant share of total transportation-related spending in the county.

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Outreach Findings

Community Outreach

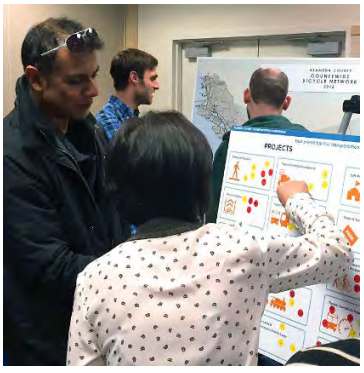
To supplement the quantitative analysis, the CTP team conducted targeted outreach to the individuals in the economic, linguistic, racial, mobility, and age groups identified as a disadvantage factor. The 2016 Countywide Transportation Plan process included an extensive, successful outreach campaign that spanned the entire life of the project. Information regarding updates and events was frequently distributed via email communications, and through local media, and over 30 different materials, including stakeholder letters, reports, and e-newsletters, were produced and distributed throughout the process. There were also over 60 focus group activities held including meetings with individuals, stakeholders, and ad hoc committees, as well as business, community, and advocacy organizations. Most importantly, community members were brought together to help shape the project at over 80 public meetings and events that were held throughout the life of the project. In total, the 2016 Countywide Transportation Plan made hundreds of thousands of connections with stakeholders and community members through nearly 250 distinct outreach activities.

More recently, the team partnered with AC Transit to hold four open houses and conducted hundreds of intercept surveys in communities across the county. These activities are described here, and the results are summarized later in this chapter.









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Transportation Open Houses

Alameda CTC held four transportation open house workshops in early 2016, one in each planning area (Dublin, Oakland, Hayward, and Fremont). Participants were asked to give input on the future of transportation and their investment priorities. Attendees were invited to view and comment on the contents of poster boards and maps and to ask questions of transportation planners. Participants ranked their priorities on an activity board and expressed additional thoughts, preferences, and priorities on comment cards (results are summarized below).



Figure 7-4 2016 Open House Participation

Open House Location	Number of Attendees	Comment Cards Received
Dublin	40	27
Oakland	41	12
Hayward	54	22
Fremont	57	5
Total	**192**	**66**

Intercept Surveys

The team also conducted a series of intercept surveys in March 2016 to encourage and ensure participation by individuals in the economic, linguistic, racial, mobility, and age groups identified as an equity factor in the analysis. The intercept survey effort aimed to understand the transportation patterns and priorities of a diverse set of county population groups, as well as "ground-truth" assumptions and findings of the equity analysis to ensure it matched the experience of economically-disadvantaged residents in Alameda County.

Intercept surveys were conducted in six parts of Alameda County in an effort to ensure participation by diverse segments of the population. Survey locations were selected based on CBTP communities and equity analysis findings; survey locations were:

- East Oakland
- West Oakland
- Central Alameda County
- South and West Berkeley
- City of Alameda
- Livermore

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The intercept survey effort included a total of 300 interviews. Surveys were conducted in English, Spanish, and Chinese to allow participants to converse in their native language or the language they are most comfortable speaking.

Findings

Outreach conducted through intercept surveys and workshops gleaned insight into the current gaps in transportation service and the priorities for improvements of low income communities and communities of color in Alameda County.

Common themes, priorities, and ideas shared by participants at the open houses included:

- Ensure safe travel for all modes, but particularly pedestrians and bicyclists
- Implement solutions to traffic congestion
- Install additional bike lanes and bike racks
- Increase bus frequency and reduce number of stops to improve travel time
- Address transportation needs specific to aging populations
- Improve access to/from BART stations for pedestrians
- Make public transit more affordable and accessible for students
- Improve intersection design for all modes
- Ensure easy connections between transit operators and routes

On the intercept surveys, respondents cited the following issues most frequently as transportation challenges:

- Poor pavement quality
- The expense and convenience of transit services
- Bicycle and pedestrian safety

Respondents also identified the following areas as top priorities:

- Improving pavement conditions
- Making transit service more affordable and increasing transit coverage
- Improving walking and biking conditions by fixing sidewalks, slowing traffic, adding bike lanes and other facilities, and creating more safe crossing opportunities

Equity Strategy

Alameda CTC recognizes that there is a lot of work to do to ensure that the county's transportation system functions equitably. The agency will pursue a multi-pronged strategy over the coming years to address the issues identified in this analysis, with the support of its partner agencies in transportation, land use, and economic development, as well as county policymakers.

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This effort starts with the development of a database that will attempt to bring the countywide results to a local scale. The database will catalogue, at the tract level, where high concentrations of a given population and poor performance on one of the metrics included in this analysis overlap. The database can help prepare the county and local jurisdictions to address the issues by pinpointing areas in which certain improvements might be most effective in addressing equity issues. The database can also help inform the selection of projects.

Identifying other ways in which this analysis can inform Alameda CTC activities will be an ongoing effort. Examples of other programs that could be targeted to address equity issues include:

- Safe Routes to Schools Program
- Affordable Student Transit Pass Program
- Goods Movement community impact reduction program
- Bike and pedestrian program funding
- Community development funds
- Technology and Innovation
- Direct Local Distribution funds
- Lifeline Transportation Program

Chapter 10 (Moving Forward) discusses other potential next steps for addressing issues raised through this analysis.

Conclusion

This is the first equity strategy developed by Alameda CTC. There is more work to be done to develop meaningful and effective responses to the findings of the equity analysis. This analysis has served not only to broaden the population groups that might be included in future analyses, it has also revealed ways that we might collect or monitor changes in performance and impacts across the County. Follow on activities will also help to develop new ways to address existing and historic concerns in transportation access or performance, through the development of targeted, neighborhood-based studies and plans.

Equity will be an ongoing focus of Alameda CTC moving forward (see Chapter 10), with partners in the transportation sector and our counterparts in other sectors.

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8 Projects, Programs, and Performance

Introduction

Vision

Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health, and economic opportunities.

One of the primary purposes of the Countywide Transportation Plan is to identify the transportation projects and programs that are needed to maintain and enhance the county's transportation system and make progress towards the vision and goals articulated in Chapter 2. The CTP does not program funding to specific projects, rather, it is a long-range planning document that catalogs all the funding needs in Alameda County and the projects that are moving through the pipeline in the context of the multimodal needs of all users in Alameda County. In addition to providing a framework for transportation improvements, the CTP is developed, in part, to inform the 2017 update of the Regional Transportation Plan, Plan Bay Area 2040 (PBA 2040), regarding long-term transportation improvements for Alameda County.

This chapter describes the projects and programs included in the CTP, the process used to identify these improvements, and the expected benefits that can be derived from implementation of these projects in the form of performance results. It also describes the vision of what the future holds as Alameda CTC moves towards a more strategic, collaborative planning model and the benefits that are anticipated to accrue from this work.

Integrated Implementation

In order to more strategically pursue the vision and goals, Alameda CTC and its partners have begun to think differently about the transportation system. Rather than considering a list of discrete projects one-by-one in isolation, Alameda CTC approaches the implementation of projects, programs, and policies in concert. Often, linking several projects together can produce even greater benefits than can be achieved by any individual projects or programs alone. These "categories" or "packages" can also include technologies, operational strategies, and planning practices to ensure that benefits are fully realized. This integrated approach not only provides a unified and effective way to move projects and programs forward, it can also help to communicate the county's needs to the public and key decision makers, both within and outside of Alameda County in a more coherent and compelling way.

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Opportunity Themes

To set the stage for CTP projects and programs and the vision scenario which outlines plans beyond this CTP, it is useful to take a step back to consider the overarching themes which define our transportation system. Beyond the adopted vision and goals, which encompass a broad range of aspirations for Alameda County's transportation system, it is also useful to simplify, down to the most basic level, the purpose the county's transportation system serves - to move people and goods in support of building strong communities. Improvements can be seen as falling under one of two overarching themes: a) Community: transportation infrastructure and services that move people throughout local neighborhoods on a fine-grained network of local streets and roads, and b) Regional: larger-scale transportation infrastructure that moves large quantities of people and goods between cities and to/from Alameda County. These two opportunity themes are described as follows.

What are projects and programs?

The CTP categorizes improvements into two primary categories:

a) *Projects*, which are discrete capital improvements with a defined scope and cost, such as extending a rail line or improving an interchange, and

b) *Programs*, which are pots of funding dedicated to a specific purpose, e.g., road maintenance or operating transit service. A significant amount of investment in the transportation network occurs through funding programs. Programmatic funding is used for operations and maintenance activities, as well as groups of projects such as bicycle improvements. Funding for programs is allocated over time via competitive grants or "passed through" (direct local distributions) to different agencies by formula (e.g., based on population or road miles in each jurisdiction). Allocations to specific projects within a programmatic category are made at a later time, either through Alameda CTC's local jurisdictional or transit operator's fund allocation processes, e.g., Alameda CTC's Comprehensive Investment Plan (scheduled for summer 2016).

Beyond these two core themes, we must also recognize that we find ourselves in a significant, and somewhat disruptive, transition period for transportation with new technologies and approaches rapidly changing the nature of mobility in vast, and often unexpected, ways. Change will continue to happen not only in terms of the availability of a broader array of modal choices, but the availability of new tools to understand more accurately and at a finer-grained level how changes will impact the system (e.g., utilizing "big data" and innovative partnerships with the tech sector). This salient current theme of innovation and change is also described as follows.

Multimodal Transportation for Local Communities

Communities throughout Alameda County are affected by the transportation system in many ways, through the accessibility and mobility it provides, and secondary impacts it creates. At the local community level, quality is paramount. Alameda CTC and its partners can profoundly impact people's quality of life through

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neighborhood connectivity and safety investments, as well as provision of high quality services and educational programs.

Most of these types of improvements occur on local streets and roads (or arterials where they serve a local transportation function) e.g., bicycle lanes, crosswalks, street repaving, or adding pedestrian refuge islands. To truly achieve the promise of making streets safer for all users in Alameda County will require far more than construction of bike lanes and sidewalks; however, it will require fundamentally changing the way street projects are designed from concept through implementation, which entails adjustments to policies, design standards, and implementation practices at every level of government. A key theme of planning in coming years will be to fully integrate Complete Streets policies into daily practices of the transportation departments of the county and its individual cities.

Services are another key part of high quality community-serving transportation, including local fixed-route transit, shuttles, paratransit, and other services designed to provide safer and better access to schools, workplaces, senior centers, hospitals, and other social service destinations. Continuing to improve the quality and effectiveness of these types of services and their ability to reach their target populations is critical in coming years.

Finally, coordinating transportation with land use planning, e.g., through TOD projects, is also fundamental to ensuring that the transportation system integrates seamlessly into people's daily lives. These efforts have begun, but there is much more work to be done.

Community-scale improvements are largely captured in programs, such as:

- New Bicycle and Pedestrian Facilities (expansion)
- Multimodal Streetscape (system management)
- Minor Transit (system management)
- Land Use (system management)
- Rehabilitation (preservation)
- Routine Operation and Maintenance (operations)
- Travel Demand Management (system management)
- Safety and Security (system management)

Efficient and Safe Regional Movement of People and Goods

Alameda County's infrastructure is integral to ensuring that goods and people can move easily throughout the region. At this scale, efficiency is paramount. The ability to move large quantities of people and goods efficiently undergirds the health of the regional economy, particularly given Alameda County's central locality and its transportation infrastructure.

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This regional-scale system is comprised primarily of highways, arterial roadways, passenger rail, and freight rail. Investments in intelligent transportation systems and other technology solutions to incentivize efficient use of existing infrastructure and roadway capacity are also fundamental to this theme.

Projects and programs that fall into this category encompass major infrastructure improvements such as building out the region's express lane network, implementation of high-capacity and high-performance transit services, and other freeway and arterial improvements focused on efficiency. Many goods movement projects fall into this category, aimed at better, safer, and more efficient transport of goods within, through, and outside Alameda County, e.g., improving the interrelationship between passenger and freight rail in order to reduce operational impacts each has on the other. These types of projects enhance the competitiveness of the Port of Oakland and Oakland International Airport, two of the region's major economic generators.

Examples of projects in this category include:

- East Bay BRT Project – This project repurposes one of AC Transit's busiest corridors from a rapid service to bus rapid transit with dedicated bus lanes.
- 7th Street Grade Separation Project – This project separates rail facilities from one of the primary access roads to the Port for trucks.

Some programs also relate to this theme, including:

- Management Systems (system management)
- Intersections (system management)
- Minor Highway (system management)
- Minor Freight (system management)

Embracing and Adapting to Innovation

Change in transportation traditionally occurs slowly due to the time required for major infrastructure projects, and the challenges associated with people's daily behavioral patterns. However, in recent years, advancements in technology have begun to converge in the transportation sector. These emerging technologies and services are disrupting the transportation status quo in cities and counties throughout the world. Examples of these innovations include new ways of using existing transportation modes such as ride hailing (transportation network companies), shared mobility options like bike sharing and car sharing, and on-demand or micro-transit. It also includes innovations that are functionally new modes such as self-driving cars. It further includes innovations that will profoundly impact the effects that transportation system has on communities, e.g., emissions of ground-level pollutants, and the environment (e.g., carbon dioxide emissions), such as electric vehicles and fuel economy standards. See the Technology and Innovation modal strategy in

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Chapter 6 for more information on these types of projects. Finally, innovations will need to address sustainability and resiliency of the transportation system.

CTP Projects and Programs

For this update, MTC requested that each congestion management agency in the Bay Area coordinate project submittals from its county and define a "financially constrained" list of projects and programs that fits within the allocated "discretionary budget" for the county and a vision list of additional projects that would require additional funding.

Financially Constrained List

Development of the CTP began with a "call-for-projects" application process held in June-July 2015 to collect projects, programs, and plans to be considered for the 2016 CTP and PBA 2040. In response to the call, Alameda CTC received 332 applications for a total project cost of $26.2 billion and a funding request of $21.3 billion.

In October 2015, Alameda CTC submitted this list of projects and programs to MTC to inform Alameda County's portion of transportation funding in PBA 2040 (shown in Appendix B). This list identified a total of $9.47 billion as the funding need for Alameda County. Based upon funding estimates developed for the local sales tax funding, the identified funding need of $9.47 billion for the Alameda County projects and programs is met with the estimated local funding ($6.82 billion of local discretionary funds from Measures B and BB and the Vehicle Registration Fee) plus the $2.65 billion county share of federal and state funding, which is Alameda County's share allocated by MTC for PBA 2040 (see Figure 8-1). The list of projects and programs that was adopted by the Commission in October 2015 was carried forward into the evaluation process with no changes; this is the financially constrained list of projects for the 2016 CTP.

Figure 8-1 CTP Discretionary Funding Breakdown

Project category	Alameda County's share of regional funding	% of regional discretionary budget	Local funding	Total funding allocation
Programmatic projects	$1.14M	43%	$3.28M	**$4.42M**
Local/ Countywide projects	$1.51M	57%	$0.715M	**$2.23M**
Regional	n/a	n/a	$2.82M	**$2.82M**
Total	**$2.65M**	**100%**	**$6.82M**	**$9.47M**

Implementation of the modal plans is not captured in these costs and funding allocations. Actual funding needs will become clearer over time as modal plan recommendations advance through project development. As a result, significant

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additional funding will be required to fully implement the projects, programs, plans, and vision defined here, and a mix of funding sources to meet the full range of multimodal needs.

Per guidance from MTC, submitted applications were sorted into four categories:

- **Projects**
  - ***Regional***: Projects that are regionally significant, defined as serving more than a single county.
  - ***Committed***: To qualify as a committed project, projects must either a) be 100% locally funded, or b) include a full funding plan[84] and environmental clearance by September 30, 2015.
  - ***Local/Countywide***: All remaining projects are considered local or countywide.
- **Programmatic improvements**: MTC requested that CMAs bundle projects, programs, and plans into programmatic categories where possible; these groups of similar types are included under a single listing in Plan Bay Area 2040.[85] Per MTC's guidance, projects were grouped into 14 programmatic categories, which are:
  - New Bicycle and Pedestrian Facilities (expansion)
  - Management Systems (system management)
  - Safety and Security (system management)
  - Travel Demand Management (system management)
  - Intersections (system management)
  - Multimodal Streetscape (system management)
  - Minor Highway (system management)
  - Minor Transit (system management)
  - Minor Freight (system management)
  - Land Use (system management)
  - Planning (system management)
  - Emission Reduction (system management)
  - Rehabilitation (preservation)
  - Routine Operation and Maintenance (operations)

These lists of projects, programs, and plans are shown in Appendix B.

[84] Full funding plan can include local and discretionary funds.

[85] Capital projects and programs that are not capacity increasing and exempt from air quality conformity requirements and/or categorically except from CEQA or documented categorical exemption from NEPA,

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Benefits and Performance of the CTP

A key issue to consider when developing the CTP is how the identified projects and programs "perform." In other words, how they help the county progress towards its transportation vision and goals. To answer this question and facilitate an evaluation of the projects and programs in the CTP, in January 2016 the Commission adopted performance measures based on the CTP Vision and Goals, as described in Chapter 2.

Background

With the 2012 CTP update, Alameda CTC launched a new paradigm of transformative transportation planning initiatives that are performance-driven and take an integrated, system-wide, multimodal approach. This new paradigm affects all areas of how transportation planning is done in the county, and sets a framework for future investment considerations as described in the next section. A change of this magnitude takes time to fully integrate into policies and daily practices of how transportation funding is allocated and how projects are planned and implemented.

Since 2012, an enormous amount of strategic smart growth and multimodal planning integrating Complete Streets concepts has been done at the countywide level, by cities, and by other agencies. Initial analysis indicates that these changes should have big impacts on the efficiency, sustainability, equity, and effectiveness of the transportation system. However, this planning work is largely not yet reflected in the projects that were submitted to the CTP and therefore cannot be modeled in the performance evaluation. The CTP project submissions were much the same as in 2012; many of the new projects submitted that are different from 2012 submissions are programmatic and therefore are either more difficult or not able to be analyzed in the travel demand model, as discussed further as follows. The 2016 CTP illustrates that some progress occurred in the last four years, and represents a large step towards the vision taken by Alameda CTC, local jurisdictions, and transit agencies.

Context

The results were generated through the Alameda County travel demand model and other off-model processes, and were developed for two model scenarios:

- Current Baseline (2015)
- Financially Constrained/CTP Projects (2040) – Committed projects and CTP projects

Committed Projects were identified based on MTC's Resolution 4182 for the Plan Bay Area 2040 that defines committed projects as projects that have a certified Environmental Impact Report or Record of Decision for Environmental Impact Statement before September 30, 2015, and a full funding plan.

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Some key context that is critical to understand for interpreting the evaluation results:

- **Major growth is projected**: The 2040 results include the growth projections from Plan Bay Area which anticipates nearly half a million new residents (470,000) in Alameda County and over a quarter of a million (286,000) new jobs. This growth means a significant increase in demand and a lot more people using the transportation infrastructure—so a result of no change or minor changes from 2015 to 2040 on indicators like travel time and reliability for auto and transit trips mean that efficiency in projects and programs that are planned can have a big effect.
- **Transportation system is mature**: Alameda County's transportation system is largely built out; the projects that are being proposed represent a fraction of the built value of the existing system and this poses limitations in the magnitude of impact that any capital project can have.
- **Travel demand model does not measure programmatic improvements**: The countywide travel demand model, which is used for the performance measurement, focuses on modeling capital projects, and is limited in how it can account for programmatic improvements (e.g., countywide bicycle plan and pedestrian plan implementation). Programmatic improvements by their nature are not defined as specific capital projects, and therefore, cannot be modeled. Once specific projects are defined from programmatic improvements, they can be modeled. However a large percentage of Measure B and BB is programs, and these programs are anticipated to make large changes in how the transportation system functions. So, the model is limited in how it can capture the impacts of a large portion of the improvements. Further, the model does not capture regular fluctuations in the economy or fuel prices, both of which are known to have major impacts on travel behavior.
- **Modal plans and other innovative work will be captured in future updates**: Development of countywide modal plans (Goods Movement Plan, Multimodal Arterial Plan, and Transit Plan) were a major outcome of the 2012 CTP. Alameda CTC and its partners have done significant and innovative work in the past three years to develop these plans; however, project development work still needs to be completed to submit projects for funding. Therefore these projects are not reflected in these results. Other partner agencies have also been doing innovative planning work, such as the AC Transit Major Corridors Study, interagency corridor-planning work, and Complete Streets planning and implementation at cities throughout Alameda County. Most of this work is also not reflected in these results, but will be captured in future CTP updates.

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Performance Results for the 2016 CTP

Most evaluation results are trending in the right direction between existing (2015) and 2040 with implementation of CTP projects and programs, including:

- **More people are projected to bike, walk, and take transit.** Non-auto mode share increases 4% (to 23%) for all trips reflecting significant increases in transit service and bike facilities.
  - Bus ridership increases 72%.
  - Transit efficiency increases (46 to 52 passengers/hour).
- **Network connectivity for non-auto modes projected to improve.**
  - The number of miles of bicycle facilities is projected to increase by up to 43%.
  - The amount of higher frequency transit service is projected to nearly double.
- **Safety is expected to improve** based on vehicle miles travelled per capita going down.
- **Access to jobs improves, especially for transit riders.**
  - Access to jobs increases 7% by auto and 49% by transit reflecting significant increases in transit service, significant job growth, and more compact job growth with good access to transit facilities.
- **Access improves significantly for transit-dependent populations.** A higher number of low-income households are expected to have access to higher frequency transit service in the future.
- **Vehicle miles traveled and emissions (CO_2 and PM 2.5) trend downward on a per capita basis**. The evaluation shows significant impacts from fuel efficiency and fuel economy standards in lowering greenhouse gas emissions.

The evaluation showed mixed results for other metrics including system efficiency and maintenance:

- **Congested roadways are projected to increase, but this results in minor increases in travel time on average.** This is primarily due to major projected growth in population (30%) and employment (36%) in Alameda County. The planned CTP improvements and efficient future land use patterns moderate the impacts of this projected growth on the county transportation system.
  - 7% increase in congestion is projected overall.
    - ~80% of congested lane miles are on freeways.
    - ~20% of congested lane miles are on arterials.
  - Auto travel time is projected to increase by an average of 2 minutes in the peak and 1 minute in the off-peak.

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  - Transit travel time is projected to increase by on average of 2 minutes in the peak and d*ecrease* by an average of 1 minute in the off-peak.
- **Significant maintenance needs are projected** and many communities show **funding shortfalls** to maintain a basic state of good repair on their roadways.

Full results of the CTP evaluation process are shown in Appendix C. It is important to emphasize that this system-level performance analysis is not a substitute for the detailed project level analyses which will be required as each project goes through its development phases. Projects will be required to conduct appropriate environmental and equity analyses prior to implementation. The level and type of analysis required will be determined by the size of the project and the type of funding it receives.

Vision

The three countywide modal plans—Goods Movement Plan, Transit Plan and Multimodal Arterial Plan—envision a new way of conceptualizing and addressing the multimodal transportation system problems which is more integrated and holistic and goes beyond transportation capital projects included in the 2016 CTP update. The Commission adopted the Goods Movement Plan in February 2016 and the other two plans are scheduled to be adopted in spring/summer of 2016. Much of the change that is envisioned is going to come about through programmatic improvements that are focused on maximizing the efficiency and effectiveness of our existing multimodal infrastructure and shifting travel behavior to different modes and times of day while supporting economic development. Examples include advanced and integrated corridor management, allocating capacity to high capacity transit services, implementation of Complete Streets, new rail strategies for passenger and freight rail, and ultimately ensuring countywide complete and connected network for all modes.

The Goods Movement Plan, which the Commission adopted in February 2016, is a good illustration of this new approach. The recommendations are presented in the form of opportunity themes which contain projects, programs, and policies that are implemented in concert to maximize synergies and co-benefits. The plan contains targeted capital improvements that are complemented by programs and policies aimed at changing behavior and incentivizing efficient use of the system. Plans like this represent the progressive future that is envisioned for Alameda County's transportation system. Summarized as follows are highlights of the adopted/potential strategies from the modal plans and some initial projected outcomes of these plans that illustrate the potential for more fundamental shifts in how the system performs.

Goods Movement Plan

The Alameda County Goods Movement Plan outlines a long-range strategy for how to move goods effectively within, to, from, and through Alameda County by roads,

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rail, air, and water. It developed short- and long-term strategies and project lists to support goods movement in Alameda County. The adopted plan, if implemented as described in the opportunity packages, indicated these outcomes:

- Elimination of 21 million truck vehicle miles traveled per year.
- Annual savings to shippers from reduced trucking costs of approximately $59.2 million.
- Elimination of more than 1,280 truck trips per day on I-580 and I-880. Assuming that each truck is the equivalent to 2.5 passenger cars (PCE), the reduction in PCE from this strategy would be approximately 3,200 per day.
- Creation of middle-wage jobs from transloading (the process of transferring cargo from one form of transportation to another) and associated value-added activities.

Countywide Transit Plan

The Countywide Transit Plan's vision is to create an efficient and effective transit network that enhances the economy and the environment and improves quality of life. The Transit Plan identified 14 corridors as potential transit focus corridors across the county to provide or invest for a comprehensive transit improvement. While the Transit Plan draft network recommendations focus on where investments are needed to create fast, frequent transit service in the future, the Plan also considers how different types of transit service or transit tiers work together to create a complete transit network that serves different travel needs. Initial assessment of the draft improvement recommendations for the Plan period of 2040 support these outcomes:

- Doubling of daily passenger trips
- Over 40% increase of households within half mile of transit stops
- Over 50% increase in number of jobs located within half mile of transit stops

Countywide Multimodal Arterial Plan:

The Countywide Multimodal Arterial Plan's vision is to develop a network of efficient, safe, and accessible arterials that facilitate the multimodal movement of people and goods, and help create a strong economy, healthy environment, and vibrant communities, considering local context. This Plan coordinates with and supports the outcome of the Countywide Goods Movement and Transit Plans. In this context, this Plan ensures a connected and continuous network for all modes across the county. It identified over 500 miles of major arterials as a core Arterial Network for the county and proposed initial multimodal improvements.

- Transit Network improvements primarily focused on the AC Transit and LAVTA major corridors. About 38 miles of dedicated transit lane and 52 miles of Rapid Bus improvements are proposed that will support the transit outcomes as described in the Transit Plan.

- About half of the Arterial Network (250 miles) was identified as having high bicycle priority. About 121 miles of Class 4 protected bicycle lanes are proposed; advancing connections to transit, improving safety, and increasing non-motorized share of transportation.
- For pedestrian improvements, about 50 miles of either new sidewalk or widening of existing sidewalks are proposed along with nearly 150 miles of crosswalk enhancements. These improvements focus on high-pedestrian emphasis areas (downtowns and large commercial districts) and around BART station areas to increase safety and improve access to transit and activity centers.
- An Advanced Intelligent Transportation System, including a connected vehicles option, has been identified for nearly 150 miles, which will support goods movement and transit improvements described previously, and improve travel efficiency and reliability.
- Accommodation of truck traffic proposed on top tier arterial goods movement routes, supporting innovative goods movement delivery identified in the Goods Movement Plans.

Conclusion

This future vision will require embracing new perspectives, models, and tools, and embarking on new ways of working together with existing and new stakeholders, e.g., new technology-based private transportation sector stakeholders. Key steps for advancing partnerships and moving modal plan initiatives forward are outlined in Chapter 10.

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9 Funding

Introduction



Image from Nelson\Nygaard.

Funding remains one of the most significant challenges in bringing Alameda County's goals and transportation vision to fruition. Given the significant growth anticipated for the county, and the breadth of the future vision described in Chapter 8, including transformative projects and programs outlined in the modal plans, significant additional funding will be needed. Leveraging local and regional funding to attract contributions from state and federal funding sources will be crucial in delivering on Alameda County's vision and goals for the future transportation network.

This chapter offers a basic overview of the framework and context for funding transportation in Alameda County, it summarizes the existing state of transportation funding both in Alameda County and throughout the nation, and highlights key issues for consideration and discussion as Alameda County makes its transportation funding decisions in the future.

Overview of Transportation Funding in Alameda County

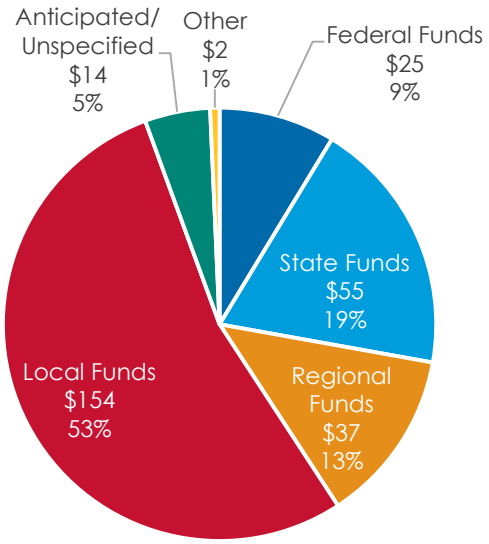
Consistent with the county's transportation needs, Alameda County makes use of a variety of sources to fund its transportation system. Funding is necessary to implement new projects, operate existing and new facilities, and to maintain the existing transportation system. Each new project or program requires numerous planning processes, studies, and usually many sources of funding in order to be successful. Almost every transportation project—from a freeway interchange to a bicycle lane to paratransit service—uses funding from multiple sources to build a complete funding package through planning, design, construction, and ongoing maintenance and operations.

Transportation dollars in Alameda County and throughout the nation come primarily from federal, state, regional, and local sources. However, in recent years there has been a dramatic shift towards a funding system that is much more reliant on sources of local funding. This shift is primarily the result of declining investment at the federal and state levels.

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As of October 2015, Plan Bay Area 2040 funding projections show "outside sources" (state and federal sources) accounting for only about one-third of the Bay Area's projected transportation revenues beginning in FY 2016-17. As shown in Figure 9-1, approximately $191 billion in transportation funding over the next 23 years will come from local and regional sources, as opposed to approximately $80 billion from the federal and state levels. This is consistent with the trend of reduced contributions from federal sources, representing a 26% reduction in federal funding since the 2012 Countywide Transportation Plan.

Figure 9-1 Projected 28-Year Regional Revenues (Billions of dollars)



Source: Association of Bay Area Governments, *Plan Bay Area 2040 Draft Revenue Forecast*, October 2, 2015, http://abag.ca.gov/abag/events/agendas/o100915a-Item%2005C,%20PBA%202040%20Draft%20Revenue%20Forecast.pdf.

It appears that the shift to local and regional funding is a permanent one. The systemic budget challenges at the state level and the ongoing federal debate over spending and revenue will likely not be resolved any time soon for reliable and growing funding sources. Moving forward, Alameda County will have to continue to rely on local and regional funding mechanisms as a means to finance its current and future transportation system.

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Federal



In 2015, the U.S. Congress passed and the President signed the Fixing America's Surface Transportation (FAST) Act, a five-year authorization of federal transportation funding programs. This was preceded by a three-year transportation funding bill called MAP-21 (Moving Ahead for Progress in the 21st Century Act) signed into law in 2012. Prior to this, a multi-year bill at the federal level had been absent since 2009 when the Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU) expired. Short-term extensions of the SAFETEA-LU bill had filled the gaps since 2009, but the amount and the longevity of funding was limited. The FAST Act authorizes $305 billion for federal surface transportation programs, including $226 billion for highway programs, $61 billion for transit programs, and $10 billion for passenger rail over five years.[86]

One major source of uncertainty in the discussion of the future of transportation funding is what role the federal government will play. Despite passage of the FAST Act, the long-term strategy for funding transportation projects remains a critical point of discussion at the federal level. The federal gas tax has been used to fund transportation projects since the 1930s. However, since its last increase in 1993, it has not been indexed to inflation, resulting in a loss of buying power. Coupled with an increase in the number of hybrid and electric vehicles on the road and increasing fuel efficiency, gas tax revenues have not kept up with demand and are declining. Despite vigorous debate in the U.S. Congress about other sources of revenues, increasing the gas tax, or indexing the gas tax to inflation, the FAST Act passed instead with $70 billion in transfers from General Funds fully "paid for" or offset by unrelated savings.

[86] https://www.transportation.gov/fastact/.

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State

Similar to the federal funding structure, much of California's transportation dollars come from taxes and fees. Prior to changes in 2010, the state collected a sales tax and excise tax on gasoline and diesel fuels, as well as truck weight fees. In 2010, measures AB 6 and AB 9, better known as the "gas tax swap" changed the funding mechanism in California. Changes included elimination of the statewide sales tax on gasoline and an increase in the statewide gasoline excise tax, as well as a 1.75% increase in the sales tax on diesel fuel and a reduction in the excise tax on diesel.

Gasoline and Diesel Taxes

State Bonds

Greenhouse Gas Reduction Fund

Statewide bonds have also contributed to funding transportation, most recently with the passage of 2008's Proposition 1A to provide $9.95 billion to fund California High-Speed Rail and Proposition 1B in 2006 to provide $19.925 billion for a variety of transportation projects.

In 2014/15, funding from California's Greenhouse Gas Reduction Fund—funded by the cap-and-trade program—began to be used to fund projects designed to reduce carbon emissions in the state. Funding is generated through the sale and trade of permits to exceed the pollution cap of certain industries. Beneficiaries of cap-and-trade funding so far include the California High-Speed Rail project, as well as other transit services and affordable housing projects throughout the state.[87]

California is also exploring a vehicles miles traveled-based road charging model. Under this model, a fee would be levied on drivers based on how many miles they drive, not how much gasoline they purchase. A pilot study of this model will launch in California in summer 2016 with 5,000 volunteer driver participants.[88]

[87] http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/ggrfprogrampage.htm.

[88] *Exploring a Road Charge for California – One Mile at a Time* factsheet, http://www.dot.ca.gov/road_charge/documents/road_charge_fact_sheet_011216.pdf.

Regional and Local

With the reduction in transportation funding coming from the federal level in recent decades, regional and local funding has become critically important for transportation projects in Alameda County and throughout the Bay Area. Regional and local funding sources now comprise a significant share of the resources available for funding transportation projects. They include taxes, fees, tolls, and fares from local transit agencies. For example, Bay Area voters have passed multiple bridge toll increases with the understanding that the revenue is used to fund road and other transportation improvement projects, referred to as Regional Measure 1 and Regional Measure 2. Local entities like Alameda County must increasingly rely on funding sources that are generated locally.



Alameda County

Alameda County has a long history as a strong "self-help" county where voters have agreed to tax themselves in order to raise funds for critical transportation projects. Sales taxes earmarked for transportation are very powerful and present significant opportunities to fund and advance transportation projects locally. Tax-based measures require both development of a detailed expenditure plan and strong public support, i.e., approval by 2/3 of voters. The local transportation sales tax has become one of the most stable and reliable funding sources for transportation in Alameda County.



Alameda County has passed three sales tax measures for transportation. The first was Measure B in 1986 which funded projects and programs throughout the county. The second, also known as Measure B, extended the existing ½-cent sales tax, and was approved by over 81% of voters in 2000. Measure B funds a multitude of transportation projects including highway, local roads, transit expansion, transit operations, paratransit, and bicycle/pedestrian facilities.

In November 2014, Alameda County voters approved a supplementary transportation sales tax, Measure BB, by over 70%. Measure BB authorized a one-cent sales tax in Alameda County, augmenting and extending the ½-cent tax passed in 2000 to 2045. It is estimated to generate over $8 billion for transportation projects and programs in the county and is projected to generate $20 billion in economic activity

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in the region. The measure will expand BART, bus, and commuter rail in the county; keep fares affordable; provide traffic relief; improve air quality; and create thousands of jobs in Alameda County, among other benefits.

Alameda County voters also passed Measure F in November 2010, which increased annual vehicle registration fees by $10 to fund road, transit, non-motorized, and transportation technology projects and programs. The funds generated by these local sources are critical to advancing and executing the vision outlined in this Countywide Transportation Plan.

Funding Sources and Revenue for Alameda County

This section provides an overview of funding sources that could be used for projects and programs identified in this Countywide Transportation Plan by a variety of agencies. This includes a summary of the most common funding mechanisms at various levels of government. These sources are administered by various agencies in Alameda County.

Federal



- **Federal Highway Administration programs** are generally administered by State Departments of Transportation and Metropolitan Planning Organizations, with recommendations on funding for projects from congestion management agencies for some fund sources. The largest programs include the National Highway Performance Program, the Surface Transportation Block Grant Program, the Congestion Mitigation and Air Quality Improvement Program, and the Highway Safety Improvement Program. The FAST Act includes a new National Highway Freight Program as well as set asides for bicycle and pedestrian projects and recreational trails within the Surface Transportation Block Grant Program.
- **Federal Transit Administration programs** provide a source of funding for transit agencies across the county. The largest programs include the Urbanized Area Formula program, the State of Good Repair Formula Program, and Capital Investment Grants—also called New Starts and Small Starts. The FAST Act increased funding for the Bus and Bus Facilities program, including new discretionary grants and an emphasis on low or no emission bus deployment.
- **Grant programs**, such as the TIGER Discretionary Grant Program and the Fostering Advancements in Shipping and Transportation for the Long-term

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Achievement of National Efficiencies (FASTLANE) Grant Program are administered by the United States Department of Transportation.

- **Federal financing** is available through the Transportation Infrastructure Finance and Innovation Act (TIFIA) program and the Railroad Rehabilitation and Improvement Financing (RRIF) program. The TIFIA Program provides federal credit assistance to eligible surface transportation projects, including highway, transit, intercity passenger rail, and some types of freight rail, intermodal freight transfer facilities, and ports. The RRIF program provides direct loans and loan guarantees to finance development of railroad infrastructure.

State, Regional, and Local

A wide variety of funding mechanisms exist at the state, regional, and local levels, which are listed below. Additional discussion of these sources is include in the overview section and new funding opportunities are described at the end of this chapter.

State

- State Highway Account
- State Transit Assistance
- State Transportation Improvement Program/Regional Transportation Improvement Program
- State Transportation Development Act (TDA)
- TDA, Article 3 (Bike/Pedestrian projects)
- State Proposition 1B
- Caltrans Local Assistance Programs, including Safe Routes to School
- Caltrans Planning Grants Program
- Highway Users Tax Account (gas tax subvention)
- Greenhouse Gas Reduction Fund (cap and trade)

Regional and Local

- Gas tax subventions
- Seismic bridge tolls
- Regional Measure 2 bridge tolls
- Transportation Fund for Clean Air (TFCA) – vehicle registration fees
- Measure B – local sales tax measure
- Measure BB – local sales tax measure
- Measure F – Vehicle Registration Fee

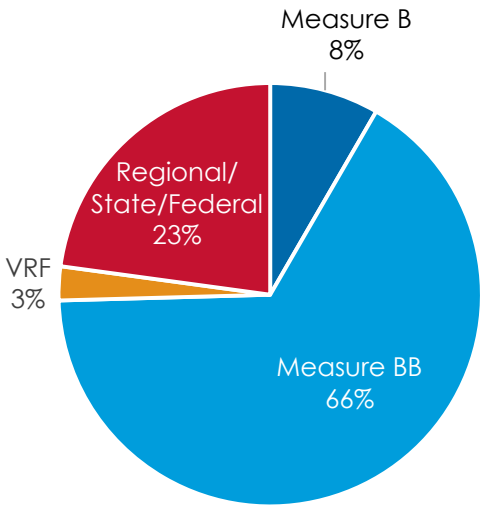
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- AB 1107 half-cent sales tax for transit (BART and AC Transit)
- Bicycle Facility Program – funded through TFCA monies
- Regional Bicycle and Pedestrian Program
- HOT lanes or Express Lanes
- Property taxes
- Various impact and development fees

Revenue Projections for Alameda County

Due to passage of Measure BB, the funding picture in Alameda County has changed dramatically since the 2012 Countywide Transportation Plan. Figure 9-3 shows the draft discretionary budget for Alameda County through 2040. It includes estimates for the major state and federal funding sources as well as estimates for regional and local funding sources. As shown, local funding is a major share (about 77%) of the total funds estimated to be available for the county's transportation needs, and Measure BB represents a significant portion of that source in coming decades. The subtotal of regional/state/federal funding is identified as part of the Plan Bay Area 2040 draft budget.

Figure 9-2 Funding Breakdown FY 15/16-FY 39/40



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Figure 9-3 Alameda County 25-Year Projected Funds (FY 15/16 – FY 39/40)

Year	Funds	Percentage
Measure B	$969 M	8%
Measure BB	$7,680 M	66%
VRF	$300 M	3%
Subtotal Alameda County Local	**$8,948 M**	**77%**
Subtotal Regional/State/Federal (*MTC Discretionary Budget*)	**$2,650 M**	**23%**
Grand Total	$11,598 M	

Note: Local funding projection as of March 2016, assumes a 2% growth rate.

Funding Challenges and Opportunities

Despite recent wins, including the five-year FAST Act at the federal level and the passage of Measure BB in Alameda County, funding will continue to be an area that will require ongoing attention. The Bay Area is growing, placing increasing demand on the region's transportation system, and Alameda County with its central regional location will be the most impacted by the region's growth more than any other county in the region.

Core transportation infrastructure that we have depended on for decades is in need of major repair and rehabilitation, and competition for funding at all levels is expected to continue to become more and more intense, with more entities vying for a narrowing pot of money. It remains true that for the transformative transportation solutions included in this Countywide Transportation Plan, significant new funding is needed.

Demands Are Increasing on an Aging System

The Bay Area is growing rapidly, and this growth is projected to continue in years to come. Meanwhile, much of the Bay Area's transportation system was built 40-60 years ago and is in need of major reinvestment. BART is an illustrative example. As the spine of the Bay Area's public transit network, BART transports 400,000 to 500,000 people around the region every day, making it a foundation of the region's economy and mobility. Ridership is at all all-time high and projected to continue to rise while the 40+ year-old system is in dire need of reinvestment. Service delays are on the rise, as aging equipment cannot keep up with ever-increasing ridership.

BART and WETA, which operates ferry service on the San Francisco Bay, both have fleets consisting of vehicles that are at or beyond the typical useful life of such types of vehicles. BART is in the process of acquiring new vehicles but are currently

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providing service with the oldest train cars of any other major heavy rail service in the U.S. For its part, AC Transit unveiled a shipment of new buses in 2014.[89]

Identifying sufficient funding to meet maintenance and rehabilitation needs while also recognizing that growing demands will require new and expanded mobility choices, including extensions of existing transit systems, presents a difficult balancing act. Asking the public to support major funding allocations just to keep the existing system running is a more challenging ask than funding for new infrastructure. Further, if funding is identified, staging the reinvestment in the existing system in such a way to minimize disruption to daily transportation will be critical.

Importance of Leveraging Additional Funds

Robust local funding sources cannot simply be viewed as new sources to fund projects. It remains critically important that Alameda CTC, the region, and all the county's municipalities leverage local and regional transportation dollars to attract and match funding from other sources at the state and federal level. As an example, Measure B resulted in $4.1 billion in total transportation funding by leveraging $2.6 billion of federal, state, regional, and other local funding sources thanks to $1.5 billion in contributions from Measure B.[90]

Leveraging funding will continue to be a critical part of the transportation funding strategy in Alameda County as a way to maximize transportation funding and in order to meet the requirements of certain grants. Many federal grants, among other sources, require that a portion of project funding come from or be matched by local dollars. Leveraging remains a critical component of delivering the $8 billion Measure BB package.

Fluctuating Revenue Sources

Local sales tax-based funding sources are volatile and dependent on consumer spending and a strong economy at all levels. Revenue from Measure B, for example, was negatively impacted by economic challenges since the early 2000s. As Alameda County's funding relies more and more heavily on these sources, these fluctuations could affect transportation system funding.

Ballot Measure Uncertainty

It is important to note that local and regional funding sources require two-third voter approval. Bay Area voters have historically been willing to support measures for transportation, such as sales taxes, bridge tolls, and vehicle fees, as was most recently evident with the passage of Measure BB in Alameda County. However,

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[89] Alameda County Transportation Commission, *2014 Performance Report: State of the Transportation System in Alameda County.*

[90] Alameda CTC Commission Retreat brochure, July 17, 2015.

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there is no guarantee that this will be the case with future ballot measures. Several of Alameda CTC's partner agencies are considering ballot measures in 2016 to fund infrastructure needs; voters' willingness has the potential to reach a limit as more and more demands are put on local funding options. This represents another layer of uncertainty for longer-term transportation funding in Alameda County.

Constraints on the Use of funding

A significant challenge beyond planning transportation projects and identifying funding sources is developing a package of funding which is compliant to the specific ways each dollar can be spent. These constraints are often described as matching funding needs with the "color of money" available. It is common for funding sources to place limitations on the type of projects which can be funded with the money or the portion of the project cycle when it can be spent. For example, federal transit funding is generally available only for capital expansions, not ongoing operations. State funding is generally limited to capital needs, though maintenance is included as an acceptable use. It is less common to find funding for transit operations, for example, so transit agencies tend to rely heavily on local taxes to fund operations. In recognition of this fact, a significant share of Measure BB is dedicated to supporting transit operations.

New and Innovative Funding Opportunities

In the decline or absence of traditional funding mechanisms, new and innovative opportunities for transportation project funding are emerging. While none of these opportunities alone will solve all funding challenges, they may provide assistance in augmenting the resources already available through traditional funding mechanisms. Alameda County can begin developing a strategy for pursuing these sources through collaboration with partner agencies throughout the region as necessary. A list of opportunities for new funding sources, though not exhaustive, is described in more detail in the rest of this section. It should be noted that many of the following opportunities are likely to face resistance or require cooperation with the public, private interests, elected officials, and/or partner agency officials.

Taxes and Tolls

Bay Area Gas Tax

The introduction of an additional regional tax on gasoline could significantly augment the current revenue collected at the state level. Per 1997 state legislation, MTC has the authority to impose a tax of up to 10 cents per gallon on gasoline sold in the Bay Area. Alameda County would be expected to receive a significant portion of this revenue, as 95% of revenue must be "returned to source."

Key considerations include:

- Political viability

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- Two-thirds voter approval and detailed expenditure plan required
- Significant coordination required between local, regional, and state governments
- Revenue tied to purchase of fuel, which is likely to continue declining with increasing popularity of fuel-efficient vehicles

Additional Bridge Toll Increases

Bridge tolls on bridges throughout the Bay Area have been increasing steadily in recent years thanks to voter-approved Regional Measures 1 and 2. There is potential to raise tolls additionally.

Key considerations include:

- Political viability, especially given recent suite of increases
- Legislative and/or voter approval required
- Revenue source is dependent on bridge traffic
- Potential for Alameda County to receive larger share since significant portion of traffic on the Bay Crossing bridges travel on and impact Alameda County roads.

User Fees

Vehicle Miles Traveled Fee

As opposed to the existing gas taxes, VMT fees have the benefit of tying financial obligations of drivers more directly to the impact of driving on the transportation network. A VMT fee is also regarded as a more stable source of revenue than the gas tax as it would not be tied to the type or amount of fuel a vehicle uses. Finally, a VMT fee aligns well with the region's larger goals of reducing driving and encouraging use of alternative modes.

California will explore the potential for a VMT-based driving fee as part of a pilot study occurring with 5,000 volunteer drivers in the summer of 2016. Results of the pilot will be made available by summer 2017.[91]

Key considerations include:

- Requires legislation and strong champions at local, regional, and state levels
- Political viability
- Start-up technology costs and development of processes and fee collection system
- Perceived and real concerns about privacy from stakeholders

[91] *Exploring a Road Charge for California – One Mile at a Time* factsheet, http://www.dot.ca.gov/road_charge/documents/road_charge_fact_sheet_011216.pdf.

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- Would not be a quick solution to the region's funding challenges

High-Occupancy Toll (HOT/Express) Lanes

HOT lanes allow non-carpool vehicles to pay and drive in the carpool lane when there is available capacity for a fee that varies according to demand (dynamic pricing). Carpool vehicles continue to drive for free or reduced price. Two corridors of Express Lanes are currently operating on freeways in Alameda County, including I-580 in the Tri-Valley on both eastbound and westbound directions and on southbound I-680 over the Sunol Grade. Express Lanes are an attractive option because they provide a new revenue source and enable the pricing of travel behavior to reduce congestion.

Key considerations include:

- Political viability, including public appetite for additional fees
- Revenue is based on traffic levels
- Expenditure plans regarding use of excess funds

Congestion Pricing

Congestion pricing involves charging a motorist a fee to drive in congested areas or corridors. Revenue from congestion charges are typically used to fund public transit and other non-motorized travel improvements with the ultimate goal of the reducing vehicle trips and reducing congestion. Congestion pricing has been successfully implemented in multiple cities in Europe and a congestion pricing scheme was studied for San Francisco in the early 2010s. Congestion pricing is an attractive mechanism because it can be used to support larger goals around mobility, accessibility and sustainability.

Key considerations include:

- Political viability, including public acceptance for additional fees
- Congestion pricing works best in dense, urban areas with strong public transit and alternative options to driving; it may not be appropriate for all parts of Alameda County
- Revenue is volatile as it is based on traffic levels
- Start-up technology costs and development of processes and fee collection system

Strategic Parking Management

Parking management strategies can have the dual benefit of easing the ability of drivers to find and pay for parking, while also providing an additional revenue source. Parking fees can be re-invested in the surrounding area through creation of a "parking benefit district" or PBD which can be used to fund streetscape or transportation improvements.

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Key considerations include:

- Public acceptance for changes to traditional parking management
- Parking policy is made at local, municipality level
- Capital and operations costs of parking technology

Public-Private Partnerships

Public-private partnerships (PPP) have become more popular in recent years both as a means of filling funding gaps and achieving buy-in to new transportation investments. PPP arrangements may include financing assistance, direct contributions to capital or operating expenses of projects, and/or project sponsorships. The ideal PPP offers a benefit to both the public and private party. Examples include a private company building, operating and collecting revenue from a toll road, or a private company sponsorship of a bike share system for brand visibility.

Key considerations include:

- Locating parties interested in forming such partnerships
- Public acceptance for such arrangements
- Long-term viability can be uncertain

Impact Fees

Bay Area entities have long believed and set precedents to ensure that private parties, such as residential or commercial development companies, who benefit from public investments in transportation should contribute to those investments. In Alameda County this occurs in the form of developer impact fees. Existing impact fees include the Alameda County Cumulative Traffic Impact Mitigation Fee and the Tri-Valley Transportation Development Fee.

In April 2016, the Oakland City Council approved the introduction of development impact fees on those building housing or commercial property in Oakland. This will take effect in September 2016.

Key considerations include:

- Overcoming public or private industry resistance to additional fees
- Proposition 26, approved in 2010, requires a two-thirds voter approval rate to pass such measures
- The connections between fees and projects usually require additional studies
- Revenue is volatile depending on economic conditions
- Fees often apply only to new development, which may limit revenue to more "built out" areas
- Fees are usually intended only for capital projects

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- Fees are typically established at a local jurisdiction level; regional or country consensus will be difficult

Summary of New Funding Opportunities

While a number of possible new revenue sources are available for further evaluation, it is clear that there are several common barriers to their implementation that would have to be overcome.

- **Action would be required at the local, district, regional, state, or federal level**: Alameda County itself would be unable to implement many new funding measures on its own. Some measures, such as market-based pricing of parking, might have to be implemented at the local level, and some, such as sponsorships for transit infrastructure or services, might have to be implemented at the district level. Measures such as a mileage fee would require legislation at the state level and would likely have to be implemented statewide (although under current law, the region may implement its own gas tax).
- **Resistance from private parties**: Private entities would likely be unwilling to contribute funding in the absence of a clear benefit or mandate. Experience from other areas does suggest, however, that they will do so if value can be demonstrated—that is, if businesses or property owners can be convinced that they will see returns on their investments.
- **Resistance from voters and/or elected officials**: Some proposed revenue sources may prove highly controversial, including those with broad impacts (such as taxes on the general public or user fees for motorists), those that would price a resource that has previously been heavily subsidized (such as new tolls), and those that would affect interest groups able to exert influence on policy discussions. Even measures that require direct voter approval or that would be voluntary in nature, such as sponsorships, could prove controversial.

Conclusion

The transportation funding challenges faced by Alameda County are not unique; other large counties in California face similar issues. Alameda County continues to advocate for funding at the regional, state, and federal levels, as well as explore the benefits of developing partnerships with other counties and jurisdictions throughout the state to demonstrate needs, share best practices, and advocate for funding. Ongoing coordination and partnership will allow for exerting influence and targeting advocacy efforts effectively to yield results.

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10 Moving Forward

The CTP sets a direction for Alameda County's transportation system. To accomplish what is described herein and continue the evolution towards a more sustainable, equitable, and effective transportation system will take time, careful creation and consideration of projects and programs, policy changes, and strong investment strategies. Moving the CTP forward will include identification of transportation funding, coordination with land use policy changes, new ways of funding and implementing projects, new partnerships, and ongoing performance monitoring across the system. In some cases, additional studies or legislative advocacy will be necessary to realize the vision described in this plan.

In the course of preparing this CTP, and developing the modal plans, several key opportunity themes emerged. Primary among them is a desire to ensure that implementation proceeds in an integrated manner, such that Alameda CTC continues to advance efforts to pursue the implementation of projects, programs, and policies in a concerted way. This approach will enable synergies that can produce outcomes that are greater than the sum of their parts. In addition to pursuing more integrated implementation, other themes include the recognition that projects, programs, and policies affect many goals encapsulated in this plan at both a community level and a regional level. Rather than solely considering projects in one sphere or another, this CTP enables Alameda County to reaffirm its approach to multimodal improvements that enhance the travel experience for those moving goods and people across the county and region, as well as the quality of life for communities and neighborhoods in Alameda County.

The way forward is described herein in terms of short- and long-term measures to deliver project and programs across the system. This CTP includes ways to progress the endeavors envisioned in our modal plans, in our CIP, and within this document in order to see real improvement in our communities, in multimodal mobility, in goods movement, and in technology and innovation. Part of these steps include measures that will continue to strengthen our collaborations with other sectors within the county and collaboration with partners throughout the region.

Advancement of Projects and Programs

Projects and programs included in this plan are eligible to receive local, regional, and federal funding. In all cases, additional steps are required before construction or implementation can occur, including securing full funding, acquiring right-way and getting final project permits, final design, conducting environmental review, and Title VI or other equity analysis where required. The schedule for beginning construction on specific capital projects depends on funding availability, project readiness, and many other factors. The 2016 CTP is a policy document that provides a list of needs for projects and programs and identifies funding sources; however, it is

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not an explicit project approval document that directs a specific course of action on a project. As such, the CTP does not propose project "approvals" and is therefore, according to state statutes and case law, not subject to CEQA. As required by state law and other regulatory requirements, all projects included in the CTP will undergo independent project development according to all applicable environmental and regulatory approval processes.

The CTP is updated every 4-5 years, to ensure that we have a strong blueprint for the future and to reflect changes in the countywide and regional network, policy direction, and applicable regulations. The following outlines steps Alameda CTC can take to advance projects and programs in this plan and prepare the next batch of projects for the future, beginning with the years until the next update of the CTP.

Short term (1-2 years):

- Implement Capital Improvement Plan (CIP) 1.5 which supports project development and funds projects/programs that are most ready for implementation/construction, as independently approved by Alameda CTC
- Conduct CIP 2.0 in summer 2016 to identify the next round of projects ready for implementation
- Utilize the robust countywide GIS database that was created as part of the Multimodal Arterial Plan to strategically target funds to projects that support multimodal improvements and complete streets to advance an integrated and connected network of multimodal transportation systems in Alameda County that support Alameda CTC's vision and goals (this database incorporates all the modal plan work and the CTP projects and programs); ensure integration of the equity findings into the countywide GIS database
- Implement high-priority projects sponsored by Alameda CTC and identified in the CPDP (Capital Projects Delivery Program described in Chapter 1) as independently approved by the Commission, including working on and identifying new corridor-specific planning efforts to identify and develop projects that support multimodal transportation solutions
- Develop strategic implementation plans for projects and programs that identify priorities, funding needs, funding opportunities and implementation strategies
- Work with MTC and project sponsors to shape projects to increase their ability to attract regional and federal funds; actively seek opportunities to leverage local funds with regional, state, and federal funds
- Work with project sponsors to ensure that they complete all appropriate project development and equity analyses, including addressing and assessing project benefits and impacts on minority and low income

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communities, as required; use of the CTP equity analysis GIS mapping can assist local jurisdictions with this effort

- Define and implement next steps to move modal plan recommendations forward, including those in the Goods Movement, Transit, Multimodal Arterial and Bicycle and Pedestrian Plans
- Key steps on program implementation include:
  - Define and implement remaining programs in the 2014 Transportation Expenditure Plan (Measure BB)
  - Implement Affordable Student Transit Pass pilot programs
  - Expand Safe Routes to Schools program beyond education to incorporate capital infrastructure projects in collaboration with stakeholders (e.g., safety and access projects)
  - Evolve the paratransit program to respond to new demands and an evolving transportation landscape, including conducting a countywide needs assessment to identify and determine high-priority needs and solutions to serve seniors and people with disabilities in Alameda County and increasing same-day accessible trip availability
  - Continue to take actions to encourage, supplement, and support local governments in their TDM efforts, through funding multimodal transportation improvements and providing guidance and technical assistance to localities in developing their own TDM programs

Longer term (3-5 years):

- Complete implementation of CIP 2.0 and conduct future CIPs to continue moving projects through the concept, planning, design, review, and construction process
- Continue project development and delivery as approved by voters and as identified through strategic implementation plans
- Move forward with modal plan recommendations
- Move from pilot to permanent Student Transit Pass program by effectively leveraging funds
- Advance paratransit programs that support a suite of services for seniors and people with disabilities over a spectrum of ages and abilities
- Update the CTP to incorporate new projects and programs to inform the regional transportation plan and establish a future transportation framework for Alameda CTC

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Planning and Studies

The strategies necessary to achieve the vision for the future articulated in the CTP will continue to evolve over time. Regular updates of the CTP will be necessary to respond to changing demographics and transportation needs, fluctuations in funding availability, and new technologies. Major uncertainties include the success of local, regional, and federal efforts to generate and secure additional transportation funds and the rapid evolution of technology sector as it affects transportation.

Future planning will also include taking the next steps towards implementation of the modal plan recommendations to get projects ready for future rounds of funding. Ongoing planning and project development efforts can help to better position the county for future iterations of the RTP and CTP and ensure that appropriate projects are adequately defined so as to be ready for submission in future plan development processes. Key steps include:

Short term (1-2 years):

- Conduct project development on high-priority projects recommended in the countywide modal plans; advance projects that further the vision of a continuous, connected network for each mode in Alameda County
- Conduct a series of comprehensive corridor studies that carry the improvements recommended as part of the Multimodal Arterial Plan and other modal plans through conceptual design; engage local residents and businesses in a community-driven design process that uses the MAP modal priorities and proposed improvements to inform the discussion
- Orient future planning and project implementation towards addressing equity disparities identified in the equity analysis
  - Educate cities and other DLD recipients on how to integrate equity analysis findings into the planning and implementation of projects and programs, e.g., cities could consider programming DLD funds to the neighborhoods and/or transportation performance areas in which countywide equity trends show up most significantly on the local level
- Conduct additional detailed planning studies to refine and establish how to advance modal plan strategies, such as the rail strategy that was initiated as part of the Goods Movement Plan
- Implement complete streets policies through Alameda CTC's grant programs and the DLD Local Streets and Roads program (i.e., the Central County Complete Streets implementation project, currently underway, is intended to serve as a model for the rest of the county when completed)
- Develop new ways of integrating projects with programs and policies to maximize benefits

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Longer term (3-5 years):

- Incorporate comprehensive updates to the modal plans, equity strategy, and CBTPs into future updates of the CTP
- Further evolve the equity strategy in future updates
- Fully integrate Complete Streets policies into daily practices of jurisdictions

Collaborations and Partnerships

Moving forward, partnerships will be more important than ever before. The future vision outlined in Chapter 8 will require embracing new perspectives, models, and tools, and embarking on new ways of working together with different and new stakeholders, particularly the new technology based private transportation sector stakeholders. Key steps for advancing partnerships and moving modal plan initiatives forward include:

Short term (1-2 years):

- Continue meetings of the Goods Movement Collaborative and begin regular meetings of the Commission's Goods Movement Committee to shift the focus to implementation:
  - Develop a formal institutional framework for coordinating implementation
  - Create a focal point at the highest level possible for coordinating rail (freight and passenger) improvements and negotiations with the private railroads
  - Create a technology development collaborative to address low emissions program, introduce advanced logistics technologies, and develop public-private and public-public partnerships for pilot of demonstration technologies
  - Further define and implement programs identified in the Goods Movement Plan
- Begin regular meetings of the Commission's Transit Committee to advance recommendations of the Transit Plan
- Partner with Alameda County's transit agencies to advance Transit Plan recommendations and address other transit needs in the county; convene partners to improve integration of transit service delivery to support Transit Plan recommendations (Public Transit modal strategy, Chapter 6)
- Develop new and strengthened partnerships with non-traditional partners such as private sector technology companies to pilot new ways of integrating technological innovations into the transportation system
  - Develop collaborative relationships with technology companies and other transportation agencies to better understand the implications of new technologies, develop pilot projects to test new technological solutions, and

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develop improved data collection and analysis methodologies based on newly available data sources

- Work with local jurisdictions and transit agencies to identify ways that new technologies can improve transportation efficiencies for all modes.
- Work with local jurisdictions and transit agencies to identify ways that new technologies can improve transit service to traditionally underserved populations such as low-density areas, elderly, and people with disabilities

Longer term (3-5 years):

- Use partnership structures to strategize, plan, and advocate for policies, projects, and programs that support the CTP vision
- Use established partnerships to actively leverage funds to deliver transportation solutions in Alameda County

Land Use Coordination

This CTP and Plan Bay Area seek to strengthen transportation and land use linkages by focusing on development that brings together mobility choices, housing, and jobs. Measure BB includes dedicated funding for infrastructure development that supports existing or proposed land use in and around transit hubs, which provides initial financing to support specific TOD and PDA developments throughout Alameda County, as well as activities that better link transit, housing, and employment.

The following are intended to support local jurisdictions and regional governments in implementing land use plans that can be efficiently and effectively served by all modes.

Short term (1-2 years):

- Partner with cities to implement CEQA/LOS reform, e.g., provide technical assistance to cities to come into compliance with SB 743
- Collaborate with local jurisdictions (planning, public works, economic development) to better coordinate land use/transportation planning
- Continue to monitor development activity and "readiness" throughout the county in the *Priority Development Area Growth and Investment Strategy* and use this as a basis to support integrated transportation and land use planning
  - Update the PDA Action Plan on a regular basis
- Provide funding, technical, and policy support to local jurisdictions to support infrastructure in designated PDAs and TODs

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Longer term (3-5 years):

- Continue to develop new modeling and evaluation tools that adequately assess the interactions between land use and transportation improvements
- Monitor the effectiveness of this plan using the adopted performance measures and the assumptions regarding land use as the plan develops; some performance measures may require further refinement over time as tools are developed

Funding

With Measure BB, approved by voters in 2014, Alameda County is in a much better place with regards to funding than it was during the 2012 CTP update. However, to bring the future vision articulated in Chapter 8 to fruition will require significant additional funding. Leveraging local and regional funding to attract contributions from state and federal funding sources will be crucial in delivering on Alameda County's vision and goals for the future transportation network. Specific steps include:

Short term (1-2 years):

- Leverage existing local and regional funds to attract additional funding from outside sources
  - Work with transit operators to identify and support stable revenue sources to address transit capital and operating needs
  - Work with local and regional agencies to secure new funds to make up the shortfalls in other transportation improvements identified in the plan such as road maintenance
- Continue to advocate for a federal transportation policies and programs that support the values expressed in this plan, including increased funding for transit, pedestrian, and bicycle infrastructure, operations and maintenance, as well as stability of funding
- Develop strategic plan that identifies funding needs on projects and programs and strategies to close funding gaps

Longer term (3-5 years):

- Support new funding sources in collaboration with local jurisdictions, transit operators, regional and state agencies, and private sector partners and/or peer agencies and develop and/or influence expenditure plans as necessary

Ongoing Monitoring and Performance-based Planning

Performance-based planning does not stop with publication of the CTP document. Alameda CTC will continue to monitor the county's transportation performance in

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coming years and in preparation for the next CTP. Ongoing performance monitoring helps Alameda CTC measure the impact of investments on transportation performance over time, ensures progress is being made towards CTP goals, and reveals emerging trends and future needs.

Alameda CTC already publishes an annual performance report containing a variety of multimodal transportation performance measures consistent with CTP goals. Alameda CTC has also been developing more robust performance measures for direct local distribution funds, this work is ongoing. Specific actions include:

Short term (1-2 years):

- Conduct ongoing performance monitoring to determine the degree to which investments are moving the County towards the adopted vision and goals

Longer term (3-5 years):

- Continue to update the existing travel demand model and continue to develop new tools that provide additional clarity about attainment of performance goals
- Continue to work with MTC, ABAG, and local planning departments to refine land use assumptions in the travel demand model and continue to refine the SCS land use
- Continue to address new data sources and methodologies to understand travel behavior and identify methods for incorporating into future model updates and CTP development

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APPENDIX B

CTP 2016 Financially Constrained Projects and Programs List

Appendix B CTP 2016 Financially Constrained Projects and Programs List

Figure 1 Changes to Draft PBA 2040 Applications Summary from September 2015

Final Alameda County Submittal to PBA 2040—Applications Summary (October 2015)

	Total Cost ($ 000s)	Total Programmed Funding ($ 000s)	Total Funding Requests ($ 000s)
MTC Programmatic Categories	$8,012,371	$844,212	$7,168,158
Transportation Project Categories	$2,789,257	$562,661	$2,226,596
Regional	$14,871,817	$3,013,859	$11,857,959
Committed	$547,844	$505,971	$0
GRAND TOTAL	**$26,221,289**	**$4,926,703**	**$21,252,713**

Draft Alameda County Submittal to PBA 2040—Applications Summary (September 2015)

	Total Cost ($ 000s)	Total Programmed Funding ($ 000s)	Total Funding Requests ($ 000s)
MTC Programmatic Categories	$6,851,197	$866,326	$5,984,865
Transportation Project Categories	$2,779,156	$571,078	$2,208,078
Regional	$14,369,217	$2,870,509	$11,498,708
Committed	$527,844	$527,844	$0
GRAND TOTAL	**$24,527,414**	**$4,835,757**	**$19,691,651**

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Figure 2 Final Alameda County Submittal to PBA 2040 - Regional Program

Criteria - Projects of regional significance/ falls within or supports a Regional Program/Efforts (Managed Lanes)/ top performer in the prior RTP which is a criteria for Regional Discretionary funding.

CTP Index	Sponsor	Project title	Total cost ($ 000s)	Programmed Funding ($ 000s)	Requested Funding ($ 000s)	Planning Area
214	City of Oakland	Oakland Army Base transportation infrastructure improvements	**$307,106**	$238,563	$68,543	North
302	Port of Oakland	7th Street Grade Separation East	**$490,091**	$2,800	$487,291	North
303	Port of Oakland	7th Street Grade Separation West	**$163,707**	$3,050	$160,657	North
306	Port of Oakland	Middle Harbor Road Improvements	**$29,200**	$25	$29,175	North
305	Port of Oakland	Oakland International Airport Perimeter Dike	**$54,200**	$13,200	$41,000	North
308	Port of Oakland	Outer Harbor Intermodal Terminal (OHIT) Phases 2 and 3	**$179,545**	$25,638	$153,907	North
307	Port of Oakland	Outer Harbor Turning Basin	**$57,321**	$10	$57,311	North
	Subtotal Regional Goods Movement		**$1,281,170**	**$283,286**	**$997,884**	
027	Alameda CTC	I-580/I-680 Interchange Improvement Project	**$1,478,150**	$20,000	$1,458,150	East
037	Alameda CTC	SR-84/I-680 Interchange Improvements and SR-84 Widening	**$244,000**	$125,940	$118,060	East
150	City of Fremont	SR-262 Mission Boulevard Cross Connector Improvements	**$100,000**	$50	$99,950	South
	Subtotal Regional Highway (Interchanges)		**$1,822,150**	**$145,990**	**$1,676,160**	
318	Alameda CTC	I-580 Integrated Corridor Mobility (ICM)	**$117,000**	$0	$117,000	East
330	Alameda CTC	Widen I-580 for eastbound and westbound HOV/HOT from between Greenville Road and San Joaquin County line	**$391,000**	$0	$391,000	East
030	Alameda CTC	I-680 Northbound and Southbound HOV/HOT Lanes (SR-84 to Alcosta Boulevard)	**$225,100**	$20,000	$205,100	East/South
029	Alameda CTC	I-680 Northbound HOV/HOT Lane (SR-237 to SR-84)	**$385,000**	$185,000	$200,000	South
028	Alameda CTC	I-680 Southbound Express Lanes (SR-237 to SR-84) Upgrades	**$37,508**	$2,000	$35,508	South
034	Alameda CTC	I-880 Northbound HOV/HOT Extension (A Street to Hegenberger)	**$221,100**	$20,000	$201,100	Central
	Subtotal Regional Highway (Managed Lanes)		**$1,376,708**	**$227,000**	**$1,149,708**	
049	City of Alameda	Alameda Point Trails	**$12,100**	$100	$12,000	North
078	City of Albany	Pierce Street Park Bikeway	**$1,005**	$317	$688	North
192	City of Oakland	Coliseum BART to Bay Trail Connector	**$3,183**	$980	$2,203	North
193	City of Oakland	City-Wide Bay Trail Network	**$23,400**	$5,180	$18,220	North
211	City of Oakland	Lake Merritt to Bay Trail Bicycle Pedestrian Gap Closure	**$20,984**	$5,043	$15,941	North
223	City of Oakland	Bay Trail Connections - Four Sites	**$660**	$160	$500	North
286	City of Union City	Union City Boulevard Bike Lanes (Phase 2)	**$8,800**	$1,000	$7,800	South
	Subtotal Regional Pedestrian & Bicycle		**$70,132**	**$12,780**	**$57,352**	

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CTP Index	Sponsor	Project title	Total cost ($ 000s)	Programmed Funding ($ 000s)	Requested Funding ($ 000s)	Planning Area
001	AC Transit	East Bay BRT Extension to Bayfair BART	**$50,700**	$0	$50,700	Central
006	AC Transit	San Pablo Corridor Transit Improvements	**$103,000**	$0	$103,000	North
041	BART	BART Metro: Bay Fair Connection	**$234,049**	$100,000	$134,049	Central
043	BART	BART to Livermore/ACE Project Development	**$552,800**	$552,800	$0	East
313	BART	BART Metro Program	**$1,700,000**	$0	$1,700,000	All
314	BART	BART Security Program	**$250,000**	$205,941	$44,059	All
315	BART	BART Station Modernization	**$4,744,000**	$0	$4,744,000	All
316	BART	BART Station Access	**$800,000**	$0	$800,000	All
317	BART	BART Transbay Corridor Core Capacity	**$1,600,000**	$1,306,000	$294,000	All
062	City of Alameda	Mariner Square Drive Extension and Park and Ride Lot	**$7,360**	$0	$7,360	North
057	City of Alameda	New Alameda Point Ferry Terminal	**$127,198**	$60,062	$67,137	North
142	City of Fremont	Irvington BART Station	**$140,300**	$120,000	$20,300	South
234	City of Pleasanton	Bernal Park and Ride	**$1,100**	$0	$1,100	East
186	City of Newark	Newark Transit station	**$11,150**	$0	$11,150	South
	Subtotal Regional Transit		**$10,321,657**	**$2,344,803**	**$7,976,854**	

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Figure 3 Final Alameda County Submittal to PBA 2040 Committed Projects

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

CTP Index	Sponsor	Project title	Total cost ($ 000s)	Environmental Clearance (Mo/Yr)	Planning Area
004	AC Transit	East Bay BRT	$179,985	06/12	North/Central
002	AC Transit	Line 51 Project Completion and Capital Replacement	$20,673	02/14	North/Central
024	Alameda CTC	Dumbarton Corridor Area Transportation Improvements	$120,000	07/18	South
032	Alameda CTC	I-880 at 23rd/29th Avenue Interchange Improvements	$110,653	04/10	North
038	Alameda CTC	SR-84 Widening (Ruby Hill Drive to Concannon Boulevard)	$87,533	08/08	East
070	City of Alameda	Rapid Bus Service (Alameda Point to Fruitvale BART)	$9,000	09/20	North
331	City of Newark	Central Avenue Overpass	$20,000	11/14	South
	Total		**$547,844**		

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Figure 4 Final Alameda County Submittal to PBA 2040 - Programmatic Projects by MTC RTP Category

CTP Index	Sponsor	Project title	Total cost ($ 000s)	Programmed Funding ($ 000s)	Requested Funding ($ 000s)
021	Alameda County	Strobridge Avenue Extension	**$13,380**	$1,370	$12,010
022	Alameda County	Tesla Road Safety Improvements Phase 1	**$11,065**	$5,065	$6,000
052	City of Alameda	New Traffic Signal at Central Avenue/Taylor Avenue/3rd Street	**$437**	$0	$437
060	City of Alameda	McCartney Road and Island Drive Intersection Improvements	**$300**	$300	$0
061	City of Alameda	Main Street Improvements & Realignment	**$6,710**	$3,000	$3,710
064	City of Alameda	New Traffic Signal at Oak Street and Clement Avenue	**$320**	$0	$320
065	City of Alameda	New Traffic Signal at Park Street and Pacific Avenue	**$320**	$0	$320
129	City of Emeryville	Powell Street Bridge Widening at Christie Avenue	**$5,206**	$0	$5,206
241	City of Pleasanton	Nevada Street Extension	**$2,200**	$200	$2,000
249	City of San Leandro	San Leandro Street Circulation and Capacity Improvements	**$16,920**	$1,074	$15,846
254	City of San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	**$7,090**	$1,250	$5,840
	Subtotal Intersection Improvements		**$63,948**	$12,259	$51,689
094	City of Berkeley	Gilman Street Multimodal Railroad Grade Separation Project	**$65,682**	$0	$65,682
165	City of Hayward	Tennyson Avenue Grade Separation at Niles Subdivision	**$40,360**	$4,640	$35,720
261	City of Union City	Alvarado Boulevard Grade Separation	**$30,000**	$320	$29,680
270	City of Union City	Dyer Street Grade Separation	**$25,000**	$270	$24,730
279	City of Union City	Niles Subdivision Grade Separation	**$200,000**	$1,920	$198,080
280	City of Union City	Oakland Subdivision Grade Separation	**$220,025**	$25	$220,000
285	City of Union City	Smith Street Grade Separation	**$20,000**	$220	$19,780
287	City of Union City	Union City Boulevard Grade Separation	**$30,000**	$320	$29,680
	Subtotal Intersection Improvements (Grade Separation)		**$631,067**	$7,715	$623,352
056	City of Alameda	Emergency Vehicle Preemption System	**$200**	$0	$200
071	City of Alameda	Citywide Signal Upgrades	**$455**	$0	$455
077	City of Alameda	Webster / Posey Tubes Incident Management System	**$400**	$0	$400
103	City of Berkeley	Multimodal Corridor Signal Interconnect	**$8,933**	$0	$8,933
159	City of Hayward	Citywide Fiber Optics Installation	**$10,000**	$0	$10,000
208	City of Oakland	Citywide Intelligent Transportation System Program	**$46,335**	$1,000	$45,335
220	City of Oakland	Citywide Traffic Signal System Management	**$40,600**	$26,000	$14,600
294	LAVTA	AVL ITS Replacement	**$9,990**	$5,540	$4,450
191	MTC (Cities of Oakland and San Leandro)	I-880 ICM North Alameda Segment	**$15,734**	$13,109	$2,625
	Subtotal Management Systems		**$132,647**	$45,649	$86,998

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CTP Index	Sponsor	Project title	Total cost ($ 000s)	Programmed Funding ($ 000s)	Requested Funding ($ 000s)
319	Alameda CTC	Goods Movement Program Implementation	**$125,000**	$0	$125,000
100	City of Berkeley	Railroad Quiet Zone Multimodal Safety Project	**$11,461**	$0	$11,461
130	City of Emeryville	Quiet Zone	**$4,529**	$29	$4,500
147	City of Fremont	UPRR Quiet Zone - Various Locations	**$2,995**	$20	$2,975
148	City of Fremont	UPRR Quiet Zone - Centerville Area	**$2,350**	$20	$2,330
149	City of Fremont	UPRR Quiet Zone - Niles/Nursery	**$1,310**	$500	$810
224	City of Oakland	West Oakland Freight Corridor Upgrades	**$9,362**	$470	$8,892
309	Port of Oakland	Port ITS Implementation Project	**$7,553**	$30	$7,523
310	Port of Oakland	Port Seismic Monitor Program	**$586**	$7	$579
311	Port of Oakland	Port Terminal Lighting Upgrade Project	**$5,645**	$6	$5,639
273	City of Union City	Industrial Rail Connections between Oakland and Niles Subdivisions	**$3,245**	$5	$3,240
282	City of Union City	Passenger Platform for ACE (Oakland Subdivision)	**$3,000**	$360	$2,640
264	City of Union City	Passenger Platform for Amtrak (Coast Subdivision)	**$3,000**	$360	$2,640
284	City of Union City	Shinn Connection (Oakland and Niles Subdivisions)	**$3,245**	$5	$3,240
	Subtotal Minor Freight Improvements		**$183,281**	$1,812	$181,469
007	AC Transit	Vehicle Expansion	**$62,034**	$7,254	$54,780
040	BART	19th Street Station Modernization	**$25,000**	$14,000	$11,000
042	BART	Secure Bicycle Parking at Alameda County BART Stations	**$3,425**	$1,075	$2,350
044	BART	BART Station Modernization Program	**$240,000**	$96,316	$143,684
051	City of Alameda	Bus Stop Accessibility Improvements	**$0**	$0	$0
107	City of Berkeley	Downtown Berkeley Transit Center & Streetscape Improvements	**$5,555**	$851	$4,704
122	City of Emeryville	Amtrak Platform Extension	**$3,000**	$0	$3,000
125	City of Emeryville	Bus Shelters - Citywide	**$1,380**	$0	$1,380
128	City of Emeryville	Powell Street I-80 Ramp Bus Bays	**$2,301**	$0	$2,301
137	City of Fremont	Fremont BART Station - West Entrance Improvements	**$50**	$0	$50
275	City of Union City	Union City Intermodal Station Phase 3	**$6,600**	$1,200	$5,400
295	LAVTA	Bus Shelter Replacement Program	**$1,200**	$0	$1,200
298	LAVTA	Major Service Improvements (Routes 10, 12, and 15)	**$11,227**	$0	$11,227
301	LAVTA	Livermore Transit Center Rehabilitation	**$405**	$20	$385
	Subtotal Minor Transit Improvements		**$362,177**	$120,716	$241,461

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CTP Index	Sponsor	Project title	Total cost ($ 000s)	Programmed Funding ($ 000s)	Requested Funding ($ 000s)
010	Alameda County	Castro Valley Boulevard Streetscape Improvement Phase II	**$16,750**	$450	$16,300
012	Alameda County	East 14th Streetscape Improvements Phase II	**$15,830**	$4,530	$11,300
013	Alameda County	East Lewelling Boulevard Streetscape Improvements- Phase II	**$11,240**	$440	$10,800
017	Alameda County	Hesperian Boulevard Streetscape Improvement project	**$24,640**	$17,640	$7,000
321	Alameda CTC	TOD/PDA Plan Implementation	**$300,000**	$0	$300,000
046	City of Alameda	Mitchell Street Improvements Project	**$5,646**	$0	$5,646
047	City of Alameda	Alameda Point Multimodal Street Network	**$15,100**	$100	$15,000
055	City of Alameda	Citywide Complete Streets	**$62**	$62	$0
066	City of Alameda	Park Street Streetscape Improvements	**$2,500**	$0	$2,500
068	City of Alameda	Ralph Appezzato Memorial Parkway Street Improvements	**$1,768**	$0	$1,768
072	City of Alameda	Stargell Avenue (Main Street to 5th Street) Queue Jump Lanes & Class I Trail	**$4,750**	$1,900	$2,850
076	City of Alameda	Webster Street Improvement	**$2,900**	$0	$2,900
082	City of Albany	Solano Avenue Complete Streets	**$3,429**	$652	$2,777
086	City of Berkeley	Hearst Avenue Complete Streets - Transit Improvements	**$278**	$37	$241
091	City of Berkeley	Downtown Berkeley Multimodal Area Improvement Program	**$65,855**	$0	$65,855
097	City of Berkeley	Complete Streets Corridor Improvement Program	**$3,572**	$3,344	$228
312	City of Berkeley	San Pablo Complete Streets Corridor	**$31,663**	$0	$31,663
104	City of Berkeley	Southside Multimodal Area Enhancement Program	**$6,928**	$0	$6,928
105	City of Berkeley	Southside Complete Streets Program	**$11,435**	$0	$11,435
108	City of Berkeley	University Avenue Complete Streets Corridor	**$73,229**	$0	$73,229
110	City of Berkeley	West Berkeley Area Improvement Program	**$3,277**	$0	$3,277
138	City of Fremont	Fremont Boulevard Streetscape Project - Centerville (Thornton Avenue to Central Avenue)	**$7,746**	$134	$7,612
139	City of Fremont	Fremont Boulevard Streetscape Project - Downtown (Country Drive to Sundale Drive)	**$8,529**	$0	$8,529
153	City of Fremont	SR-84 Relinquishment and Upgrades Phase I	**$13,063**	$0	$13,063
157	City of Hayward	C Street Complete Street Project	**$2,980**	$0	$2,980
162	City of Hayward	Main Street Complete Street Project	**$3,047**	$0	$3,047
163	City of Hayward	Mission Boulevard Phases 2 and 3 Improvements	**$33,900**	$21,900	$12,000
167	City of Livermore	Downtown PDA Multimodal Improvements	**$7,304**	$440	$6,864
171	City of Livermore	Isabel/BART PDA Multimodal Improvements	**$16,100**	$300	$15,800
183	City of Newark	Thornton Avenue Streetscape Improvement (Olive Street to Elm Street)	**$2,200**	$0	$2,200
184	City of Newark	Thornton Avenue Streetscape Improvement (Elm Street to Willow Street)	**$2,200**	$0	$2,200
188	City of Oakland	14th Street Avenue Streetscape Project	**$13,205**	$6,405	$6,800
189	City of Oakland	27th Street Corridor Improvements	**$3,393**	$50	$3,343
201	City of Oakland	Oakland Complete Streets Program	**$316,000**	$2,000	$314,000

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CTP Index	Sponsor	Project title	Total cost ($ 000s)	Programmed Funding ($ 000s)	Requested Funding ($ 000s)
204	City of Oakland	Fruitvale Alive Gap Closure Streetscape Project	**$8,334**	$327	$8,007
205	City of Oakland	20th Street Green Corridor Improvements	**$4,746**	$63	$4,683
207	City of Oakland	East Bay BRT Corridor Connectors Streetscape Improvements	**$14,441**	$3,536	$10,905
212	City of Oakland	MLK Jr Way Streetscape Project - Phase II	**$7,115**	$1,300	$5,815
219	City of Oakland	Peralta Streetscape Project (Phase II)	**$7,115**	$300	$6,815
243	City of Pleasanton	Stanley Boulevard Reconstruction (Main Street to 1st Street)	**$5,700**	$2,700	$3,000
245	City of Pleasanton	Stoneridge Mall Sidewalk Construction	**$1,030**	$0	$1,030
251	City of San Leandro	Doolittle Drive Streetscape (Davis to Fairway)	**$421**	$0	$421
253	City of San Leandro	East 14th Street South Area Streetscape	**$15,720**	$0	$15,720
258	City of San Leandro	MacArthur Blvd Streetscape Phase 2	**$2,800**	$0	$2,800
259	City of San Leandro	Marina Boulevard Streetscape (Merced to Monarch Bay Drive)	**$11,000**	$0	$11,000
268	City of Union City	Decoto Road Complete Street Project	**$7,000**	$840	$6,160
291	City of Union City	Whipple Road Widening (I-880 to BART track)	**$12,000**	$1,249	$10,751
	Subtotal Multimodal Streetscape Improvements		**$1,127,942**	$70,699	$1,057,242
008	Alameda County	Sidewalk Improvements at Various Locations in Unincorporated Alameda County	**$27,600**	$15,600	$12,000
009	Alameda County	Bicycle Improvements at Various Locations in Unincorporated Alameda County	**$19,980**	$4,140	$15,840
332	Alameda County	Niles Canyon Regional Trail	**$100,000**	$100	$99,900
324	Alameda CTC	Countywide Bicycle Plan Implementation	**$249,000**	$0	$249,000
323	Alameda CTC	Countywide Pedestrian Plan Implementation	**$894,000**	$0	$894,000
050	City of Alameda	Blanding Avenue Track Removal and Corridor Improvements	**$5,170**	$0	$5,170
073	City of Alameda	Tilden Way Phase 2 Sidewalk Improvements	**$2,830**	$400	$2,430
080	City of Albany	Complete Streets for San Pablo Avenue and Buchanan Street	**$3,945**	$605	$3,340
081	City of Albany	San Pablo Avenue Cycle Track	**$290**	$0	$290
083	City of Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	**$1,980**	$124	$1,856
084	City of Berkeley	Adeline Street Complete Streets Corridor	**$11,672**	$0	$11,672
085	City of Berkeley	Ashby Avenue Complete Streets Corridor	**$2,579**	$0	$2,579
087	City of Berkeley	Citywide Bike Boulevard/Major Street Intersections Project	**$6,008**	$35	$5,973
088	City of Berkeley	Channing Bicycle Boulevard Safety Project	**$9,522**	$0	$9,522
089	City of Berkeley	Citywide Bicycle Improvement Program	**$37,552**	$0	$37,552
090	City of Berkeley	College Avenue Complete Streets Corridor	**$481**	$0	$481
092	City of Berkeley	Dwight Way Complete Streets Corridor	**$647**	$0	$647
093	City of Berkeley	Gilman Street Complete Streets Corridor	**$81**	$0	$81
096	City of Berkeley	Milvia Bike Boulevard Project	**$7,452**	$0	$7,452

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CTP Index	Sponsor	Project title	Total cost ($ 000s)	Programmed Funding ($ 000s)	Requested Funding ($ 000s)
101	City of Berkeley	Sacramento Complete Streets Corridor	**$963**	$0	$963
102	City of Berkeley	Shattuck Avenue Complete Streets Corridor	**$958**	$0	$958
106	City of Berkeley	Telegraph Avenue Complete Streets Corridor	**$25,349**	$0	$25,349
109	City of Berkeley	West Berkeley Areawide Pedestrian & Bicycle Improvements	**$25,500**	$0	$25,500
113	City of Dublin	Downtown Dublin PDA Bike and Ped Plan Implementation	**$21,418**	$325	$21,093
124	City of Emeryville	Bike Ped Plan Implementation	**$4,800**	$0	$4,800
131	City of Emeryville	South Bayfront Bridge	**$19,400**	$16,450	$2,950
155	City of Fremont	Warm Springs BART West Access Bridge and Plaza	**$35,715**	$10,715	$25,000
156	City of Fremont	I-880 Bicycle and Pedestrian Bridge and Trail	**$21,440**	$0	$21,440
194	City of Oakland	Citywide Bicycle Master Plan Implementation	**$119,100**	$23,223	$95,877
215	City of Oakland	Park Boulevard Bike and Pedestrian Path	**$3,094**	$100	$2,994
225	City of Piedmont	Bicycle Safety Improvements	**$460**	$4	$456
226	City of Piedmont	Grand Avenue Improvements	**$851**	$114	$737
227	City of Piedmont	Highland Avenue Improvements	**$800**	$111	$689
233	City of Pleasanton	Arroyo Mocho Trail Construction	**$10,000**	$0	$10,000
238	City of Pleasanton	Foothill Road Bike Lane Plan and Construction (I-580 to Verona Road)	**$2,200**	$0	$2,200
250	City of San Leandro	San Leandro Creek Trail	**$33,421**	$53	$33,368
262	City of Union City	Alvarado Niles Road Sidewalks	**$1,500**	$181	$1,319
272	City of Union City	Horner Street Sidewalk Construction	**$500**	$63	$437
274	City of Union City	Industrial Park Sidewalk Construction	**$3,000**	$357	$2,643
277	City of Union City	Bike/Ped Connection Over Niles Subdivision	**$20,000**	$0	$20,000
278	City of Union City	Lowry Road Sidewalk Construction	**$2,000**	$231	$1,769
	Subtotal New Bicycle and Pedestrian Facilities		**$1,733,258**	$72,931	$1,660,327
325	Alameda CTC	Affordable Student Transit Pass Program	**$375,000**	$0	$375,000
281	City of Union City	Oakland Subdivision Acquisition	**$135,000**	$0	$135,000
	Subtotal Other		**$510,000**	$0	$510,000
322	Alameda CTC	Arterial Performance Initiative	**$200,000**	$0	$200,000
003	AC Transit	Dumbarton Bridge Transit Expansion Study & Implementation	**$5,000**	$0	$5,000
005	AC Transit	Grand / MacArthur Feasibility Study	**$6,000**	$6,000	$0
045	Caltrans	Estuary Crossing Bridge Engineering Feasibility Study	**$250**	$0	$250
075	City of Alameda	Estuary Water Shuttle Project Study Report Equivalent	**$1,225**	$225	$1,000
133	City of Fremont	BayTrail - South Fremont to Milpitas Connection	**$75**	$0	$75
134	City of Fremont	Blacow Road Ped/Bike Grade Separation at BART/UPRR	**$75**	$0	$75

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CTP Index	Sponsor	Project title	Total cost ($ 000s)	Programmed Funding ($ 000s)	Requested Funding ($ 000s)
143	City of Fremont	Irvington BART Station Area Plan	**$300**	$0	$300
146	City of Fremont	Niles to City Center Bikeway with New Alameda Creek Bridge	**$150**	$0	$150
145	City of Fremont	Scoping/Planning for Irvington Trail Connector with I-680 Bridge	**$75**	$0	$75
206	City of Oakland	I-980 Multimodal Boulevard-2nd Transbay Tube Study	**$5,250**	$0	$5,250
296	LAVTA	Comprehensive Operational Analysis 2020	**$353**	$0	$353
297	LAVTA	Comprehensive Operational Analysis 2025	**$405**	$0	$405
	Subtotal Planning		**$219,158**	$6,225	$212,933
020	Alameda County	Pavement Rehabilitation at Various Locations in Unincorporated Alameda County	**$24,060**	$15,060	$9,000
329	Alameda CTC	Bicycle and Pedestrian for Regional Projects and Trail Maintenance	**$154,000**	$0	$154,000
014	Alameda County	Estuary Bridges Repairs	**$13,000**	$3,000	$10,000
067	City of Alameda	Citywide Street Resurfacing	**$3,200**	$3,200	$0
173	City of Livermore	Annual Pavement Maintenance - MTS Routes	**$98,275**	$40,750	$57,525
175	City of Newark	Balentine Drive and Cedar Boulevard Pavement Rehabilitation	**$1,117**	$0	$1,117
176	City of Newark	Cedar Boulevard Pavement Rehabilitation	**$1,144**	$0	$1,144
177	City of Newark	Edgewater Drive and Lake Boulevard Pavement Rehabilitation	**$1,124**	$0	$1,124
178	City of Newark	George Avenue Pavement Rehabilitation and Drainage Improvements	**$2,750**	$0	$2,750
179	City of Newark	Moores Avenue and Sycamore Street Pavement Rehabilitation	**$770**	$0	$770
180	City of Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Cherry Street)	**$1,502**	$0	$1,502
181	City of Newark	Thornton Avenue Pavement Rehabilitation (Cherry Street to Willow Street)	**$1,509**	$0	$1,509
182	City of Newark	Thornton Avenue Pavement Rehabilitation (Willow Street - SR-84)	**$986**	$0	$986
187	City of Newark	Zulmida Avenue Pavement Rehabilitation	**$770**	$0	$770
195	City of Oakland	Citywide Bridge Preventive Maintenance Program	**$27,141**	$250	$26,891
218	City of Oakland	Citywide Pedestrian Master Plan Implementation	**$45,507**	$11,000	$34,507
217	City of Oakland	Citywide Paving Program	**$641,250**	$242,850	$398,400
230	City of Piedmont	Sidewalk Replacement Project	**$1,400**	$1,400	$0
231	City of Piedmont	Annual Street Paving Improvements	**$4,347**	$4,347	$0
232	City of Pleasanton	Bernal Bridge Construction over Arroyo de la Laguna	**$4,300**	$1,700	$2,600
236	City of Pleasanton	Dublin Canyon Widening (Bridge Section Near Canyon Meadows)	**$2,450**	$450	$2,000
248	City of Pleasanton	West Las Positas Roadway Reconstruction (Hopyard Road to Stoneridge Drive)	**$2,250**	$50	$2,200
256	City of San Leandro	Lake Chabot Road Stabilization	**$2,256**	$41	$2,215
260	City of San Leandro	San Leandro Local Street Rehabilitation	**$43,700**	$13,700	$30,000
263	City of Union City	Alvarado Boulevard Pavement Rehabilitation	**$1,321**	$163	$1,158
265	City of Union City	Alvarado-Niles Road Pavement Rehabilitation	**$5,610**	$670	$4,940

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CTP Index	Sponsor	Project title	Total cost ($ 000s)	Programmed Funding ($ 000s)	Requested Funding ($ 000s)
267	City of Union City	Central Avenue Pavement Rehabilitation	**$667**	$157	$510
269	City of Union City	Decoto Road Pavement Rehabilitation	**$2,207**	$337	$1,870
271	City of Union City	Dyer Road Pavement Rehabilitation	**$2,202**	$332	$1,870
288	City of Union City	Union City Boulevard Pavement Rehabilitation	**$3,527**	$535	$2,992
289	City of Union City	Whipple Road - Pavement Rehabilitation (Phase 1)	**$552**	$132	$420
290	City of Union City	Whipple Road - Pavement Rehabilitation (Amaral Street to Mission Boulevard)	**$1,987**	$304	$1,683
304	Port of Oakland	Airport Drive Resurfacing	**$12,880**	$15	$12,865
	Subtotal Preservation Rehabilitation		**$1,109,760**	$340,443	$769,317
327	Alameda CTC	Paratransit Program	**$232,000**	$0	$232,000
328	Alameda CTC	Transit Operations Service Augmentation	**$1,056,000**	$0	$1,056,000
126	City of Emeryville	Emery Go Round Operations	**$90,220**	$79,670	$10,550
197	City of Oakland	Broadway Shuttle Operations	**$26,755**	$1,465	$25,290
293	LAVTA	Atlantis Maintenance and Operations Facility Phase 3	**$46,464**	$15,765	$30,699
299	LAVTA	Administration and Operations Facility Improvements (Rutan Court)	**$1,096**	$0	$1,096
300	LAVTA	Training Video	**$25**	$0	$25
	Subtotal Routine Operations and Maintenance		**$1,452,560**	$96,900	$1,355,660
011	Alameda County	Crow Canyon Road Safety Improvements	**$3,800**	$900	$2,900
015	Alameda County	Foothill Road Safety Improvements in the vicinity of Sunol	**$2,650**	$750	$1,900
326	Alameda CTC	Safe Routes To School	**$40,000**	$0	$40,000
154	City of Fremont	Vargas Road Improvements	**$4,235**	$135	$4,100
019	Alameda County	Patterson Pass Road Safety Improvements	**$6,500**	$1,200	$5,300
023	Alameda County	Tesla Road Safety Improvements Phase II	**$6,500**	$1,500	$5,000
039	Alameda County	Vasco Road Safety Improvement Phase II	**$24,000**	$4,000	$20,000
074	City of Alameda	Traffic Calming Devices at Various Locations	**$620**	$0	$620
079	City of Albany	Cornell Avenue Safe Routes to School	**$1,490**	$37	$1,453
098	City of Berkeley	Ohlone Greenway and Intersection Improvement Project	**$6,321**	$0	$6,321
099	City of Berkeley	Citywide Pedestrian Plan Safety Improvements Program	**$29,409**	$0	$29,409
136	City of Fremont	Citywide Freeway Interchange Safety and Access Upgrades	**$75**	$0	$75
209	City of Oakland	LAMMPS Phase 2 Improvements	**$20,022**	$4,562	$15,460
228	City of Piedmont	Oakland Avenue Pedestrian Improvements	**$855**	$112	$743
229	City of Piedmont	Pedestrian Safety Improvements	**$694**	$168	$526
235	City of Pleasanton	Freeway Overcrossing Improvements for Bicyclists (8 Interchanges)	**$1,750**	$50	$1,700
239	City of Pleasanton	Foothill Road S-Curve Modification (Muirwood Drive North to Highland Oaks Drive)	**$4,600**	$0	$4,600

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CTP Index	Sponsor	Project title	Total cost ($ 000s)	Programmed Funding ($ 000s)	Requested Funding ($ 000s)
252	City of San Leandro	Downtown Pedestrian Lighting Improvements	**$2,850**	$0	$2,850
283	City of Union City	Railroad Crossing Improvements	**$3,000**	$363	$2,637
	Subtotal Safety and Security		**$159,371**	$13,777	$145,594
018	Alameda County	Alameda County Parking Demand and Management Strategy Study	**$175**	$0	$175
320	Alameda CTC	Countywide TDM Implementation	**$25,000**	$0	$25,000
048	City of Alameda	Alameda Point Transportation Demand Management Plan	**$5,000**	$750	$4,250
111	City of Berkeley	West Berkeley Shuttle	**$49,803**	$36,478	$13,325
121	City of Emeryville	Door to Door Paratransit Shuttle (8 to Go)	**$3,129**	$189	$2,940
127	City of Emeryville	North Hollis Parking and TDM Program	**$1,285**	$25	$1,260
164	City of Hayward	Comprehensive Parking Management	**$1,536**	$85	$1,451
166	City of Hayward	First/Last-Mile BART Shuttle	**$55,985**	$350	$55,635
210	City of Oakland	Library Shuttle Program	**$6,156**	$250	$5,906
213	City of Oakland	Citywide Neighborhood Bus Shuttle Program (NBS)	**$24,100**	$1,200	$22,900
216	City of Oakland	Citywide Parking Management Program	**$16,574**	$0	$16,574
221	City of Oakland	Implementation Program for Citywide Safe Routes to School	**$133,379**	$12,941	$120,438
203	City of Oakland	Transportation Data Management Program	**$995**	$0	$995
257	City of San Leandro	LINKS Shuttle Service	**$4,086**	$2,818	$1,268
	Subtotal TDM		**$327,202**	$55,086	$272,116

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Figure 5 **Final Alameda County Submittal to PBA 2040 - Projects**

CTP Index	Sponsor	Project title	Total cost ($ 000s)	Programmed Funding ($ 000s)	Requested Funding ($ 000s)
016	Alameda County	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project	$71,000	$0	$71,000
112	City of Dublin	Dougherty Road Widening	$22,875	$12,302	$10,573
115	City of Dublin	Dublin Boulevard Widening - Sierra Court to Dublin Court	$5,824	$2,912	$2,912
120	City of Dublin	Tassajara Road Widening from N. Dublin Ranch Drive to City Limit	$43,721	$1,800	$41,921
132	City of Fremont	Auto Mall Parkway Widening and Improvements	$26,601	$0	$26,601
140	City of Fremont	Fremont Boulevard Widening (I-880 to Grimmer)	$9,950	$0	$9,950
141	City of Fremont	Grimmer Boulevard Greenway	$10,500	$0	$10,500
144	City of Fremont	Kato Road Widening (Warren Avenue to Milmont Drive)	$5,700	$4,600	$1,100
151	City of Fremont	SR-84 Mowry Avenue Widening (Peralta Blvd to Mission Blvd)	$45,000	$0	$45,000
152	City of Fremont	SR-84 Peralta Boulevard Widening (Fremont Blvd to Mowry Ave)	$13,400	$0	$13,400
185	City of Newark	Thornton Avenue Widening (Gateway Boulevard to Hickory Street)	$14,405	$0	$14,405
202	City of Oakland	Telegraph Avenue Complete Streets	$16,727	$0	$16,727
200	City of Oakland	West Grand Avenue Complete Streets Project	$20,151	$50	$20,101
237	City of Pleasanton	El Charro Road Extension (Stoneridge Drive to Stanley Boulevard)	$59,000	$300	$58,700
266	City of Union City	Union City Boulevard Widening (Whipple to City Limit)	$15,000	$1,749	$13,251
292	City of Union City	Whipple Road Widening (BART track to Mission Boulevard)	$30,000	$3,489	$26,511
	Subtotal Arterial Projects (Improvements)		**$409,854**	**$27,202**	**$382,652**
026	Alameda CTC	I-880 to Mission Boulevard East-West Connector	$230,514	$23,508	$207,006
114	City of Dublin	Dublin Boulevard - North Canyons Parkway Extension	$79,589	$3,446	$76,143
	Subtotal Arterial Projects (Gap Closures)		**$310,103**	**$26,954**	**$283,149**
031	Alameda CTC	I-80 Gilman Street Interchange Improvements	$38,388	$25,392	$12,996
033	Alameda CTC	I-880 Broadway/Jackson Interchange Improvements	$218,799	$77,500	$141,299
035	Alameda CTC	I-880 Industrial Parkway Interchange Reconstruction	$52,641	$44,000	$8,641
036	Alameda CTC	I-880 Whipple Road Interchange Improvements	$73,653	$60,000	$13,653
123	City of Emeryville	Ashby I-80 Interchange with Bicycle and Pedestrian Ramps	$54,800	$52,100	$2,700
160	City of Hayward	I-880 A Street Interchange Reconstruction	$47,833	$42,500	$5,333
158	City of Hayward	SR-92/Clawiter Road/Whitesell Street Interchange Improvements	$55,204	$0	$55,204
246	City of Pleasanton	I-680 Overcrossing Widening and Improvements (at Stoneridge Drive)	$17,000	$0	$17,000
247	City of Pleasanton	I-680 Sunol Interchange Modification	$17,400	$400	$17,000
242	City of Pleasanton	Santa Rita Road I-580 Overcrossing Widening	$9,400	$0	$9,400
244	City of Pleasanton	Stoneridge Drive Widening (east of Johnson Drive and I-680 Interchange)	$16,100	$100	$16,000
	Subtotal Highway Projects (Interchanges & Crossings)		**$601,218**	**$301,992**	**$299,226**

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CTP Index	Sponsor	Project title	Total cost ($ 000s)	Programmed Funding ($ 000s)	Requested Funding ($ 000s)
199	City of Oakland	Coliseum City TOD Infrastructure	$401,296	$3,500	$397,796
198	City of Oakland	Coliseum City Transit Hub	$169,416	$9,350	$160,066
	Subtotal Transit Oriented Development Projects		**$570,712**	**$12,850**	**$557,862**
069	City of Alameda	Ralph Appezzato Memorial Parkway BRT	$9,581	$20	$9,561
196	City of Oakland	Broadway Shuttle Expansion	$243,297	$10,000	$233,297
	Subtotal Transit Projects		**$252,878**	**$10,020**	**$242,858**
025	Alameda CTC	East Bay Greenway: Lake Merritt to South Hayward	$149,372	$6,156	$143,216
117	City of Dublin	Iron Horse Trail Crossing (old SPRR ROW) at Dublin Boulevard	$11,153	$1,050	$10,103
118	City of Dublin	Iron Horse Trail Crossing at Dougherty Road	$11,451	$0	$11,451
135	City of Fremont	East Bay Greenway/Rails to Trails - Central Park to Alameda Creek	$11,985	$3,115	$8,870
170	City of Livermore	Livermore Iron Horse Trail	$20,390	$2,459	$17,931
240	City of Pleasanton	Iron Horse Trail Bridge at Arroyo Mocho	$2,200	$0	$2,200
	Subtotal Three Major Trail Development Program		**$206,551**	**$12,780**	**$193,771**
053	City of Alameda	Clement Avenue East Extension To Tilden Way	$5,182	$0	$5,182
054	City of Alameda	Clement Avenue West Extension (Sherman Street to Grand Street)	$5,446	$0	$5,446
063	City of Alameda	Mitchell Street Extension Project	$7,670	$0	$7,670
119	City of Dublin	Scarlett Drive Extension	$20,264	$1,100	$19,164
	Subtotal Local Arterial Network Gap Closure		**$38,562**	**$1,100**	**$37,462**
116	City of Dublin	I-580 Interchange Improvement at Hacienda/Fallon Road - Phase 2	$52,332	$1,400	$50,932
168	City of Livermore	I-580 First Street Interchange Improvements	$52,080	$39,050	$13,030
169	City of Livermore	I-580 Greenville Road Interchange Improvements	$57,965	$41,395	$16,570
172	City of Livermore	I-580 SR-84/Isabel Interchange Improvements Phase 2	$35,700	$25,650	$10,050
174	City of Livermore	I-580 Vasco Road Interchange Improvements	$69,300	$49,850	$19,450
	Subtotal I-580 Corridor Freeway Improvements		**$267,377**	**$157,345**	**$110,032**
161	City of Hayward	I-880 Winton Avenue Interchange Improvements	$38,960	$4,480	$34,480
190	City of Oakland	42nd Ave & High St Access Improvement at I-880 On/Off Ramp	$18,042	$7,938	$10,104
	Subtotal I-880 Corridor Freeway Improvements		**$57,002**	**$12,418**	**$44,584**

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CTP Index	Sponsor	Project title	Total cost ($ 000s)	Programmed Funding ($ 000s)	Requested Funding ($ 000s)
276	City of Union City	Union City Intermodal Station Phase 4	$75,000	$0	$75,000
	Subtotal Union City Rail Program		**$75,000**	**$0**	**$75,000**
	TOTAL Projects		**$2,789,257**	**$562,661**	**$2,226,596**

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ALAMEDA
County Transportation Commission

Alameda Countywide Transit Plan





June 2016

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ACRONYMS

Acronym	Definition
511	Traffic, transit, rideshare, and bicycling information system
AB	Assembly Bill
AC Transit	Alameda-Contra Costa Transit District
ACE	Altamont Corridor Express
AHSC	Affordable Housing and Sustainable Communities
Alameda CTC	Alameda County Transportation Commission
ATP	Active Transportation Program
BART	Bay Area Rapid Transit
BATA	Bay Area Toll Authority
BRT	Bus Rapid Transit
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBTP	Community Based Transportation Plans
CFD	Community Facility District
CIG	Capital Investment Grants
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Plan
CSTA	California State Transportation Agency
CTP	Countywide Transportation Plan
FAST	Fixing America's Surface Transportation
FTA	Federal Transit Administration
GGRF	Greenhouse Gas Reduction Fund
GHG	Greenhouse Gas
IGA	Intergovernmental Agreements
HSR	High Speed Rail Authority
LAVTA	Livermore Amador Valley Transit Authority
LCTOP	Low Carbon Transit Operations Program
LTF	Local Transportation Fund
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
OBAG	One Bay Area Grants
PDA	Priority Development Area
PILOT	Payments in Lieu of Taxes
RM2	Regional Measure 2
RTP	Regional Transportation Plan
SCOA	Sustainable Communities Operational Analysis
SCS	Sustainable Communities Strategy
SEP	Service Expansion Plan
SFCTA	San Francisco County Transportation Authority
SFMTA	San Francisco Municipal Transportation Agency
SJRRC	San Joaquin Regional Rail Commission
SIB	State Infrastructure Bank

Acronym	Definition
SOV	Single Occupancy Vehicle
SRTP	Short Range Transit Plan
STBG	Surface Transportation Block Grant Program
TCI	Transit Competitiveness Index
TEP	Transportation Expenditure Plan
TIF	Tax Increment Financing
TIRC	Transit and Intercity Rail Capital
TOC	Transit Oriented Communities
TOD	Transit Oriented Development
TCRP	Transit Cooperative Research Program
TDA	Transportation Development Act
TIFIA	Transportation Infrastructure Finance and Innovation
TIGER	Transportation Investment Generating Economic Recovery
TNC	Transportation Networks Companies
TSP	Transit Sustainability Project
US DOT	United States Department of Transportation
WETA	San Francisco Bay Area Water Emergency Transportation Authority

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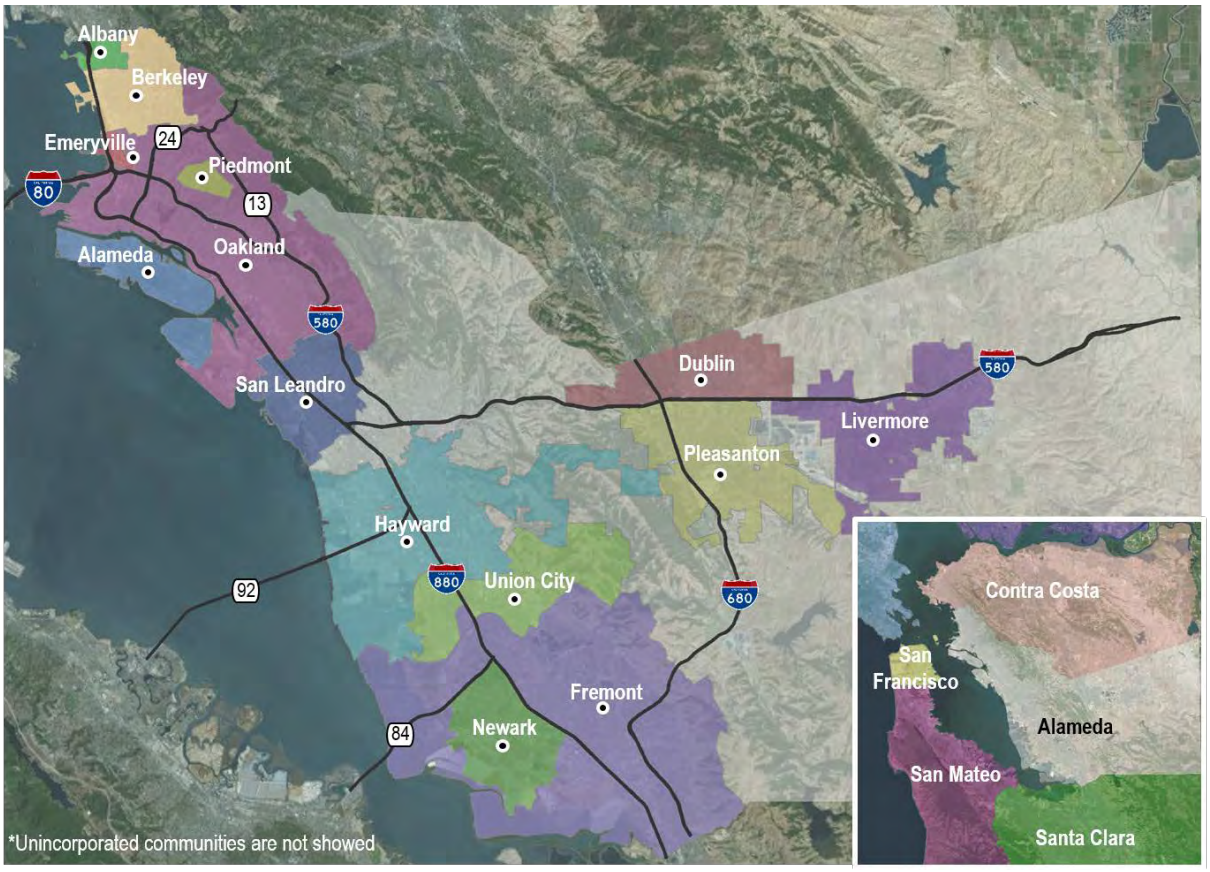
Executive Summary

Background and Context

Public transit is one of the foundations of our transportation system. It provides numerous economic, environmental, and social benefits. A robust transit system can reduce household costs by enabling households to own fewer vehicles or go car free. High quality transit improves access to employment, education, health care, and other opportunities while enabling employers to have access to a larger pool of employees. More people using transit instead of driving improves air quality, and reduces greenhouse gas emissions and energy consumption. Transit allows urban areas to accommodate higher densities where appropriate and reduces demand for parking, freeing up land for higher-value uses.

Alameda County's central location, diverse population and workforce, and extensive transportation network, make it a critical part of the San Francisco Bay Area. It features a mosaic of diverse travel markets and is served by an array of travel modes. Alameda County's 14 cities and unincorporated areas (Figure ES 1) have a combined population of 1.6 million[1]. Its population and worker base are growing and Alameda County recognizes that continuation of its economic vitality is closely tied to the ability to efficiently move people and goods throughout the region. The number of Alameda County residents commuting to areas outside the county has been increasing for several years due, in part,

Figure ES 1: Study Area



[1] Report E-4 Population Estimates for Cities, Counties, and the State, 2011-2015, with 2010 Benchmark. California Department of Finance. http://www.dof.ca.gov/research/demographic/Estimates/

to significant job growth in San Francisco and the Peninsula/South Bay. As housing needs continue to increase throughout the Bay Area, a significant amount of high-density, multi-family residential development is planned along several of Alameda County's primary transportation corridors.

Increasing transit mode share and growing rail, bus and ferry ridership are critical to meeting the mobility needs of the county today and in the future. Meeting current and future demands for fast, frequent, and reliable transit will require careful planning and deliberate actions on the part of the agencies, jurisdictions, and entities that serve Alameda County and the Bay Area.

Alameda County's multimodal transportation network includes seven transit agencies that provide bus, rail, and ferry services in the county and across county lines (Figure ES 3). There are also a multitude of shuttle services that are either fully or partially privately funded. Land use characteristics, commuting patterns, population density and growth, and economic conditions have created strong markets for transit today. These conditions and trends point toward an increasing demand for transit use in the future.

Transit is a competitive mode choice in most Alameda County communities based on favorable transportation and land use characteristics, such as limited parking availability, population and employment densities and projected growth, and roadway congestion. The presence of strong transit markets in Alameda County, however, has not always translated to high transit ridership. Only 14 percent of commute trips currently take place on transit[2] and the rate of ridership growth on most of the county's transit services has not kept pace with increasing operating costs. These trends have pointed to the need to assess how Alameda County's transit agencies can better take advantage of transit-competitive markets and capture a larger percentage of trips, including commute trips.

Further, for a decade there has been minimal ridership growth on intra-county bus service. Bus agencies may be better able to increase market share in strong transit markets with faster, more frequent, and more reliable bus service. Improving speed and reliability, however, will be challenging given projections of worsening congestion and travel times on county roadways.

Therefore, the Countywide Transit Plan has been developed to establish a framework for Alameda CTC and Alameda County's jurisdictions and transit agencies to align transit, land use, and economic development goals and objectives. It identifies needs and near- and long-term transit capital and operating priorities for fixed route and paratransit services. The Transit Plan is designed to work in concert with the Multimodal Arterial Plan— which lays out the approach to accommodating all modes traveling on major streets within the county— and the Countywide Goods Movement Plan— which addresses the critical importance of

ABOUT ALAMEDA CTC

The Alameda County Transportation Commission (Alameda CTC) was created as a joint-powers authority in 2010 by its predecessor agencies (ACCMA and ACTIA), AC Transit, BART, Alameda County and its constituent cities. It was established to plan, fund, and deliver transportation programs and projects that expand access and improve mobility in Alameda County. Alameda CTC also serves as Alameda County's congestion management agency. The CTC's governing board is comprised of 22 elected officials representing the county's 14 cities, the five members of the County Board of Supervisors, and one representative, respectively, from BART and AC Transit.

[2] 2014 Performance Report – State of the Transportation System in Alameda County. Alameda County Transportation Commission.

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regional goods movement in the county and the interplay between the movement of goods and people on the county's rail and roadway systems.

By articulating a clear vision and priorities for transit in Alameda County, the Countywide Transit Plan will enable Alameda CTC and stakeholders to leverage existing funds and advocate for additional resources to improve local, regional, and inter-regional transit. Moving forward with the recommendations and strategies for better agency coordination will raise the bar for provision of transit service and travel options for residents, visitors, and workers in Alameda County. While the plan envisions a fully built out system by 2040, incremental provision of enhancements over time will result in a steady increase in ridership and service between now and 2040.

Vision and Goals

Alameda CTC works to create a transportation system that promotes environmental sustainability and economic vitality while facilitating mobility and connectivity. Alameda CTC recognizes the need to achieve financial sustainability by allocating limited transportation resources in a way that results in enhanced efficiency for transit operations and produces the most effective results for investments. The Countywide Transit Plan's vision was developed to reflect these considerations (Figure ES 2).

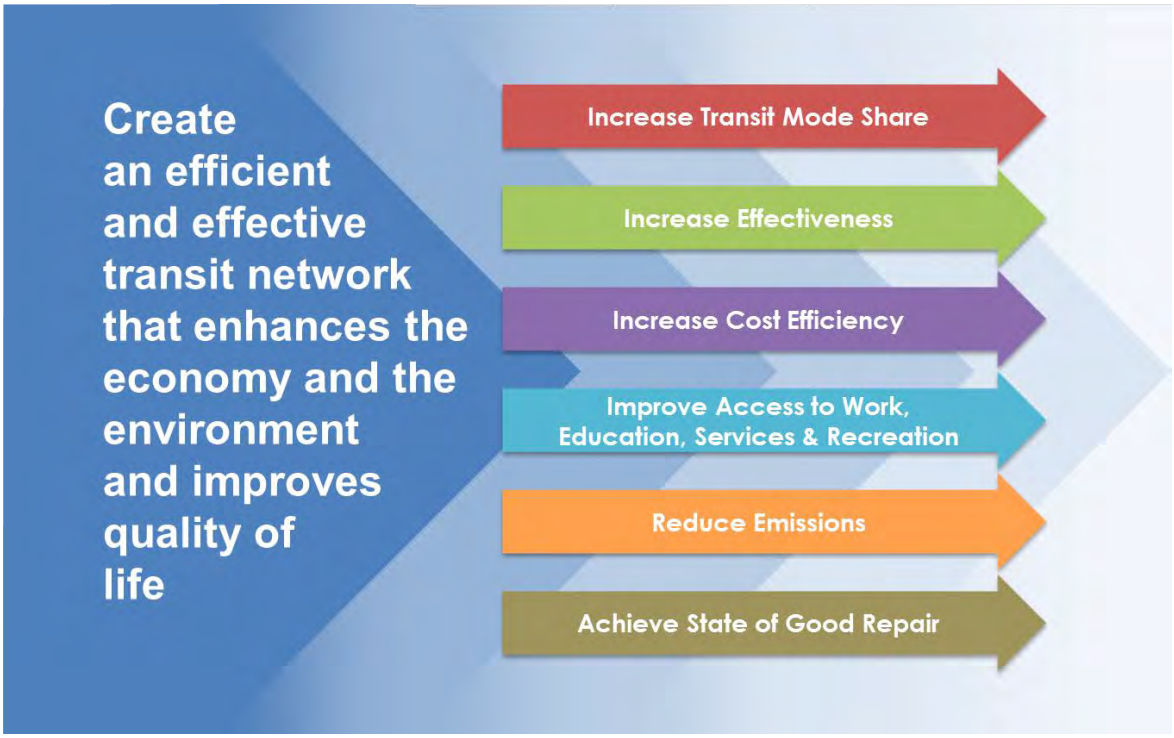
Based on the vision and an understanding of the current conditions in the county and region, seven transit goals for the Countywide Transit Plan were adopted by Alameda CTC (Figure ES 2).

Transit Market Analysis

Central to the development of the Countywide Transit Plan is a transit market analysis. The market analysis employed a Transit Competitiveness Index (TCI) tool that identifies locations and markets where transit service can effectively compete with other travel modes.

Over half of all Alameda County trips occur in strongly competitive transit travel markets based

Figure ES 2: Vision and Goals



TRANSIT COMPETITIVENESS INDEX

To design an effective transit system, it is useful to identify locations and markets where transit service can be competitive relative to automobile use. The Transit Competitiveness Index (TCI) tool assesses the underlying market conditions and location characteristics, independent of current or proposed transit service. It provides a quantitative measure of transit ridership potential by aggregating the conditions that contribute to successful transit service into a single number. The TCI analysis uses land use density and diversity, roadway congestion, parking cost and search time, household characteristics, trip purpose, central business district characteristics, and tolls as factors to determine transit market competitiveness. The TCI tool is derived primarily from data obtained from the 2014 Alameda CTC travel demand model.

on factors including increasing roadway congestion and concentration of future land use growth, primarily in Priority Development Areas (PDAs), which are places that local jurisdictions have identified for potential infill development near transit.

Across the region, transit competitiveness is expected to increase due to increasing residential densities and congestion, decreasing vehicle availability per household, and smaller households. Population and employment in Alameda County are forecast to grow by more than 30% by 2040[3]. Improving transit's market share is necessary to accommodate a growing population and its mobility needs.

While total daily trips are forecasted to increase significantly, only a minimal expansion in roadway capacity is anticipated to occur during this period. Despite some expected changes in land use, no major changes in travel patterns are anticipated.

Existing Conditions, Issues, and Challenges

There is extensive transit service operating in Alameda County and conditions in Alameda County are supportive of transit, however, transit serves a relatively small share of total trips made within, to, from, or through Alameda County, and single occupant vehicles are the dominant mode of travel. The cost of providing transit service is increasing, while service levels and ridership in some markets are declining. Deteriorating traffic congestion on roadways could increase bus delays and worsen on-time performance. These and other key themes that emerged from analysis of existing conditions of the transit system are summarized below.

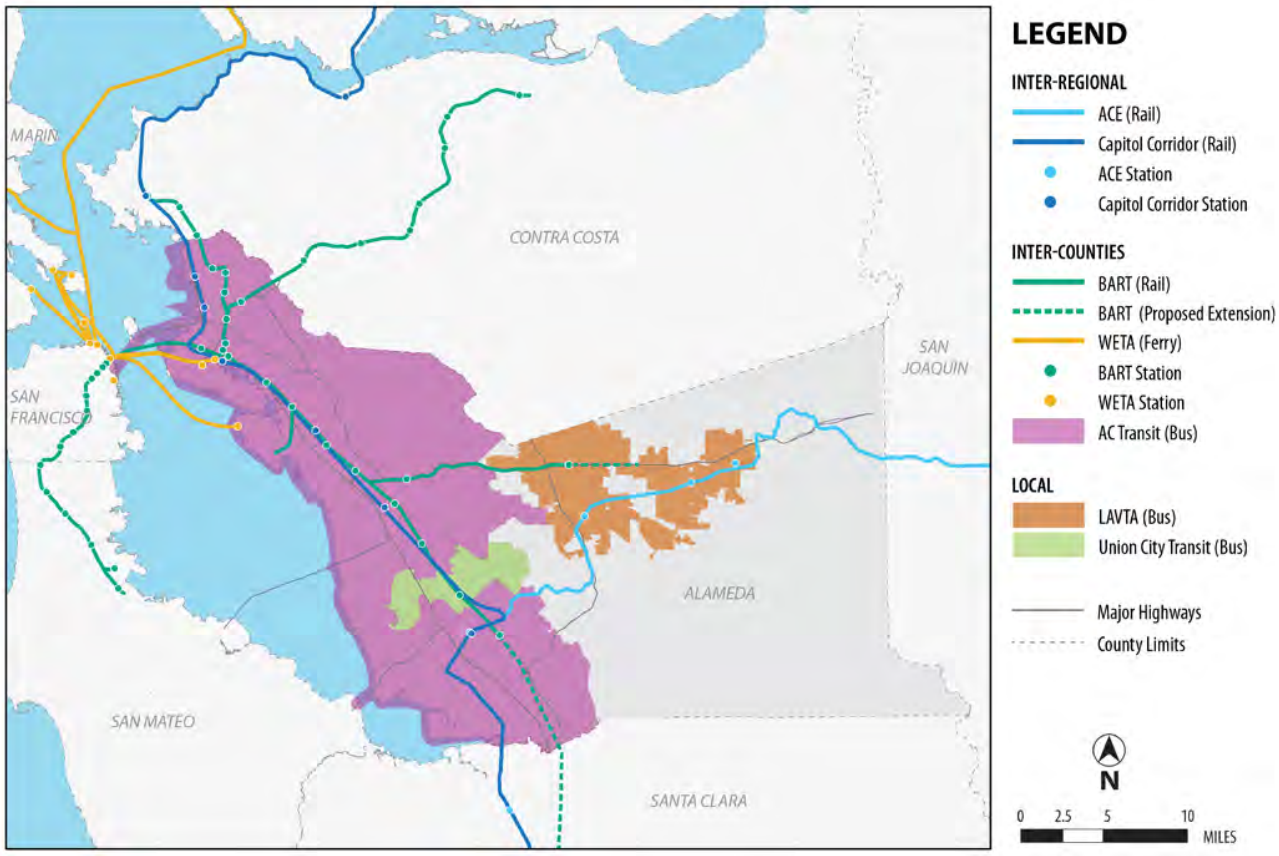
Strong Transit Markets are not resulting in Strong Transit Ridership

The presence of strong transit markets in Alameda County has not yet translated to high transit ridership. Single-occupant vehicles are the predominant mode of travel accounting for slightly less than three-quarters of all work trips originating in Alameda County. Transit serves a relatively small share of total trips made within, to, from, or through Alameda County. Only 14 percent of commute trips in the county currently take place on transit (Figure ES 4) and an even smaller proportion of *total* trips (including non-work trips) take place on transit.

A significant majority of transit routes in Alameda County currently operate in transit-competitive markets. However, transit ridership in areas with a high TCI are lower than what would be expected given the "competitive" transit conditions. Many of the transit routes serving these areas have

[3] Plan Bay Area, Metropolitan Transportation Commission, 2013. Alameda County population is expected to increase by over 30% and employment by 36% between 2010 and 2040.

Figure ES 3: Transit Network in Alameda County



Note: AC Transit also serves parts of Contra Costa County, however, service area outside Alameda County is not shown in the map above.

mode shares below that suggested by the TCI—suggesting that untapped transit markets or latent passenger demand exists within or near these transit routes.

Similarly, whereas over two-thirds of *all* trips (trips on all modes) associated with Alameda County take place entirely within the county, only one third of trips *served by transit* take place entirely within in the county, which indicates a potential untapped market for intra-county transit trips (see next theme). The other two thirds of transit trips are regional trips that cross county boundaries (Figure ES 5). These regional trips occur between Alameda County and adjacent counties. .

In particular, a high level of Transbay coverage is provided to San Francisco. Although San Francisco is not the most significant regional destination for all trips to and from Alameda County (it is second compared to Contra Costa County), it is the market with the richest transit service and high demand due to congestion on the San Francisco Oakland Bay Bridge, the concentration of employment sites in downtown San Francisco, and the cost and availability of parking in San Francisco.

While transit service coverage extends throughout the county, transit service operations and frequency (i.e., routes and schedules) are most concentrated in the inner East Bay's urban core, with the system becoming less dense and service less frequent in the southern and eastern parts of the county (Figure ES 3).

Among all transit agencies, BART and AC Transit combined carry nearly 97 percent of all trips made on transit (Figure ES 6). The other transit services in Alameda County carry the remaining three percent.

Figure ES 4: Mode-share for Commute Trips

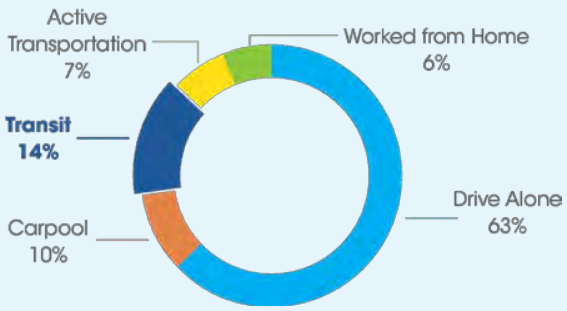


Figure ES 5: All Transit Trips by Type

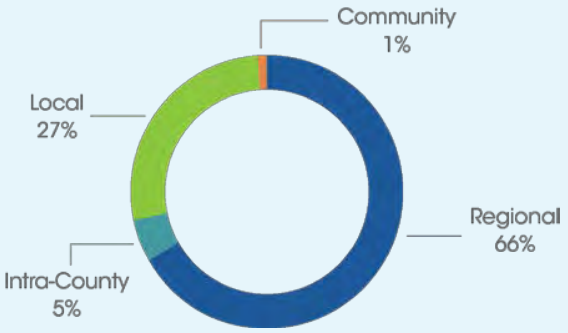
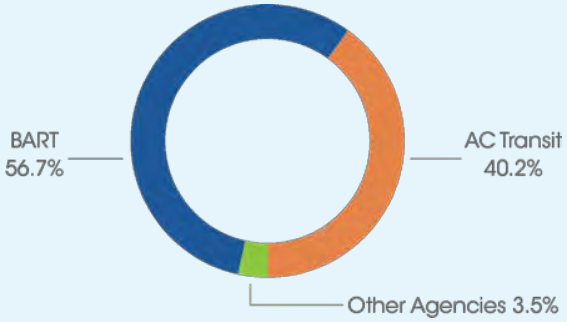


Figure ES 6: Ridership by Transit Agency



Source: Ridership data provided by transit agencies

Decade-Long Trend of Flat Intra-County Bus Ridership Growth

Despite positive market conditions for transit in Alameda County, bus ridership declined between 2006 and 2012; it remained relatively flat until 2014, the most recent year for which data was collected. This trend may be linked to the recession, service cuts and congestion-related on-time performance problems[4]. Where transit markets are strong and transit service is frequent, reliable, and highly competitive with the auto, such as the East Bay-San Francisco Transbay corridor, transit ridership has grown significantly.

Transit Speed and Reliability Could Worsen if No Actions Are Taken

Improving bus speeds will present a challenge given that traffic congestion and auto travel times are projected to worsen as population and density increases in many areas of the county.

Increasing roadway congestion threatens to increase bus delay and worsen on-time performance. In order to address this trend it is critical to develop ways for bus service to avoid the unpredictability of congestion and road incidents.

Rate of Ridership Growth is Not Keeping Pace with Increasing Operating Costs

The cost of providing transit service is increasing faster than inflation and outpacing growth in ridership and fare revenues. Higher operating costs combined with fluctuations in transit funding and revenues due to the recession have necessitated cutbacks in service which have a negative impact on ridership. This situation also presents on-going challenges to maintain existing services and provide new service where it is needed most. At the same time, population and employment in Alameda County have continued to grow, but transit ridership has not kept pace.

[4] Alameda CTC 2014 Performance Report

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Despite Extensive Coverage, Transit Gaps Still Exist

Gaps are areas deficient in transit service, and occur in the form of either spatial, temporal, or service-level gaps. There is a lot of work underway by many transit operators and transportation agencies to address temporal and spatial gaps in service. For example, trips to and from Contra Costa County and Santa Clara County are served by only a few transit routes. Ongoing efforts like the AC Transit's Major Corridors Study and Service Expansion Plan seek to close the Contra Costa County gap, and the BART Silicon Valley extension proposes to extend BART service to San Jose and Santa Clara.

An example of a temporal, service-level transit gap exists in the Alameda County-San Francisco market, where existing supply of transit does not meet demand during commute hours resulting in crowding on trains and buses. The MTC Core Capacity Transit Study focuses on investments to transport more commuters on BART, AC Transit, and WETA from the East Bay (including Alameda County), and it explores potential new connections across the Bay.

These gaps, issues, and challenges support the need for additional network improvements and development of strategies to achieve a more physically and insitutionally integrated transit system in the future.

Opportunities

One critical outcome of the Plan is the recommendation for a *Vision Network* designed to help Alameda County realize its vision for public transportation. The Vision Network focuses on how Alameda CTC can improve the transit system and transit service by focusing investments in those areas that will have the greatest benefit to existing riders and the potential to attract new riders.

Network Recommendations

The Vision Network recommendations include short-and long-range solutions designed to improve the transit system. They are the result of a thorough consideration of existing conditions, current plans and studies, and market and transit operational analyses. They are also designed to support Alameda CTC's vision and goals for transit. Fourteen core Vision Network recommendations were developed in response to the evaluation of current transit service, current and forecasted transit market conditions, and other on-going planning studies.

The Vision Network recommendations are not intended to identify new routes; rather, based on market analyses, they identify a network of transit corridors that have the potential to capture the greatest market share of transit riders throughout the county. This will inform where transit funding investments can be made to best capture increased market share.

The Plan also identifies capital improvements to facilitate improved frequency and reliability of services. Since the recommendations focus on a network of corridors, a critical next step for moving the Plan forward will be to identify specific corridor improvements for the recommended corridors linked to improvements identified in Alameda CTC's Multimodal Arterial Plan and projects identified in the 2014 Transportation Expenditure Plan. Agency partnerships and public and business outreach will be essential to move forward the Vision Network recommendations.

Transit Tiers

A tiered structure forms the framework for the Vision Network recommendations. Five tiers were identified (Figure ES 7). The tiered structure is an organizational tool to frame the discussion of the existing array of transit services, the methodology used to identify future needs, and the recommendations themselves. The structure does *not* imply a hierarchy of importance among the transit services or tiers. Rather, the five tiers of

Figure ES 7: Transit Tiers



service function as an integrated system to deliver effective transit options to the community.

Policy Strategies

The Plan also includes recommended strategies intended to provide a guiding framework for agencies to consider how to begin strategically implementing the recommended improvements (Table ES 1). The strategies are conceptual. Refinements and additional actions will be necessary to achieve a more physically and institutionally integrated transit system through policy modifications, service coordination, finance approaches, land use considerations, and additional study where needed. The transit tier structure forms the framework for targeting policy strategies.

Moving Forward

A series of important steps will be necessary to move the recommendations and strategies forward, secure funding for delivery, and determine coordination and collaboration opportunities.

The transit system in Alameda County is a mature system, and many major system infrastructure elements need capital rehabilitation or replacement. At the same time, rapid change and growth calls for expansion of the transit system to ensure continued, adequate access to transit in Alameda County. Striking the right balance between these needs will be critical.

Taken as a whole (excluding the BART extension to Livermore/ACE), the estimated capital cost of the Vision Network recommendations is $2.6 billion (in 2015 dollars). Annual operating and maintenance costs (2015 dollars) are estimated at $149 million.

Development of precise financing strategies will require more detailed analysis as each project goes through its specific planning and engineering phases, but should be based on five overall approaches:

1. Develop consensus on phased implementation.
2. Develop a funding strategy team
3. Identify funding sources and financing options
4. Develop a financial model and identify several funding and financing scenarios
5. Develop funding strategy and timeline.

This plan's recommendations and strategies will serve the mobility needs of the county today and in the future capitalizing on the strength of transit markets and abundance of opportunities for improving transit service in Alameda County. Some of the recommendations and strategies would require rethinking the transit capital project and transit service delivery practices. Successfully utilizing the potential funding sources and financing mechanisms to move the recommendations and strategies forward will require further project development and extensive interagency coordination.

Project Development – The Vision Network recommendations are based on market analysis that relies on existing transit performance, future land use plans, and demographic projections. As these recommendations are further analyzed and developed, and specific capital and service improvements are identified, specific funding and implementation strategies will need to be developed.

Project Schedule – Each corridor served by the Vision Network recommendations is unique in its strengths and challenges that would affect the project delivery timeline. Project specifics and delivery schedules, created during the course of project development, will be key in identifying specific funding sources and financing mechanisms that are best aligned to meet the projects financial needs.

Interagency Coordination – One of the biggest challenges to developing and financing multi-jurisdictional transit projects is the coordination of various interested parties, including transit agencies, local jurisdictions, residents, businesses, private property owners and other stakeholders. A politically and economically feasible 'project' may require extensive outreach efforts and a new funding and delivery mechanism.

Pilot Programs – Some of the strategies could be tested out through pilot programs conducted at agency- or county-level. A pilot program could be used to test heavily discounted transfers across transit agencies. Pilot programs could also be deployed to explore arrangements that maximize the public benefit from integration of public-private partnerships, such as services offered by transportation network companies.

Advocacy – For strategies that are best implemented at the regional level, Alameda CTC, transit agencies, and local jurisdictions could coordinate their advocacy efforts. A regionally-focused universal fare program would be ideal for such advocacy efforts.

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Table ES 1: Summary of Tier Based Policy Strategies

Tier	Strategies	
All Tiers	Maintain assets, including transit facilities and vehicles,, to maximize useful life and enhance safety	- Conduct State of Good Repair (SOGR) assessments at each agency
Inter-Regional	Separate goods movement and passenger rail service	- Conduct a detailed study on passenger and freight rail needs
Regional Express	Target resources to expand Transbay service capacity	- Prioritize funding for supplemental Transbay bus and ferry service; address implications to facilities and labor; evaluate differently from local services - Conduct additional analysis to determine the extent of need and fleet requirements
	Enhance interagency coordination	- Explore potential Intergovernmental Agreements - Create/expand committee for interagency coordination - Encourage funding integration
	Refine corridor plans through clearly defined improvements	- Coordinate corridor plans with parallel planning initiatives including the Goods Movement Plan and Arterial Plan
	Establish an integrated fare structure and policy allowing riders to transfer between systems and routes	- Upgrade regional passes (Clipper card) - Eliminate transfer penalties - Implement mobile ticketing
	Develop a regional coordinated schedule across all operators to improve service connections and address possible overlaps in service	- Synchronize service spans (hours of operation/frequency) - Synchronize schedules to minimize wait time between buses - Share seasonal and special condition service change information - Create a joint information platform to merge real-time information
	Expand affordable fare strategies	- Expand the use of fare programs to employers and institutions - Consider results of MTC's means-based fare study
	Develop programs to reduce costs	- Improve coordination among transit agencies - Support full implementation of common set of service standards - Require audits, peer comparison and value engineering on all projects
Urban Rapid	Enhance interagency coordination to focus investments and development	- Establish corridor working groups to coordinate planning and investments around specific transit corridors

...continued on next page

Tier	Strategies	
Urban Rapid *(continued from prior page)*	along transit corridors and in Transit Oriented Communities	- Coordinate and link Transit Oriented Communities programs with active transportation and complete streets programs - Create Transit Oriented Development programs to encourage planning for higher density development at transit hubs and stations - Identify funding resources to facilitate the prioritization of transportation infrastructure programs
	Provide common Information tools and shared branding and marketing	- Create one-call, one-click information for all services - Create a countywide transit map and common graphic and information system
Local Frequent and Community Connector	Expand access for persons with disabilities in conjunction with fixed route service improvements (e.g. increase in service area coverage, hours of operation, transit hub and station upgrades)	- Improve access to transit hubs and stations - Enhance travel training programs - Coordinate inter-agency paratransit scheduling for regional trips
	Explore public-private partnerships to expand the reach of the transit network	- Explore pilot programs at outer portions of routes to assess demand, operational considerations and contractual issues
Streets Plus	Strengthen intermodal connections among buses, trains, and alternative modes through targeted roadway and non-motorized transportation improvements	- Establish on-street priority for transit operations, facilities, and pedestrian access - Provide priority for transit services by upgrading traffic signal systems - Establish transit priority zones in areas of heavy bus flows and transfer activity - Establish on-street priority and separation of transit from traffic to improve access to transit hubs, rail stations and park-and-ride facilities - Prioritize pedestrian improvements and bicycle access to transit - Enhance transfer hubs by minimizing walk lengths and impediments to pedestrian and bicycle access -
	Encourage Transit Oriented Community planning along transit corridors and transit-dense areas	- Encourage local jurisdictions and developers to place highest intensity uses in closest proximity to transit - Encourage a mix of uses to support walking and bicycling in "complete street" communities - Manage parking supply and demand

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Background and Context

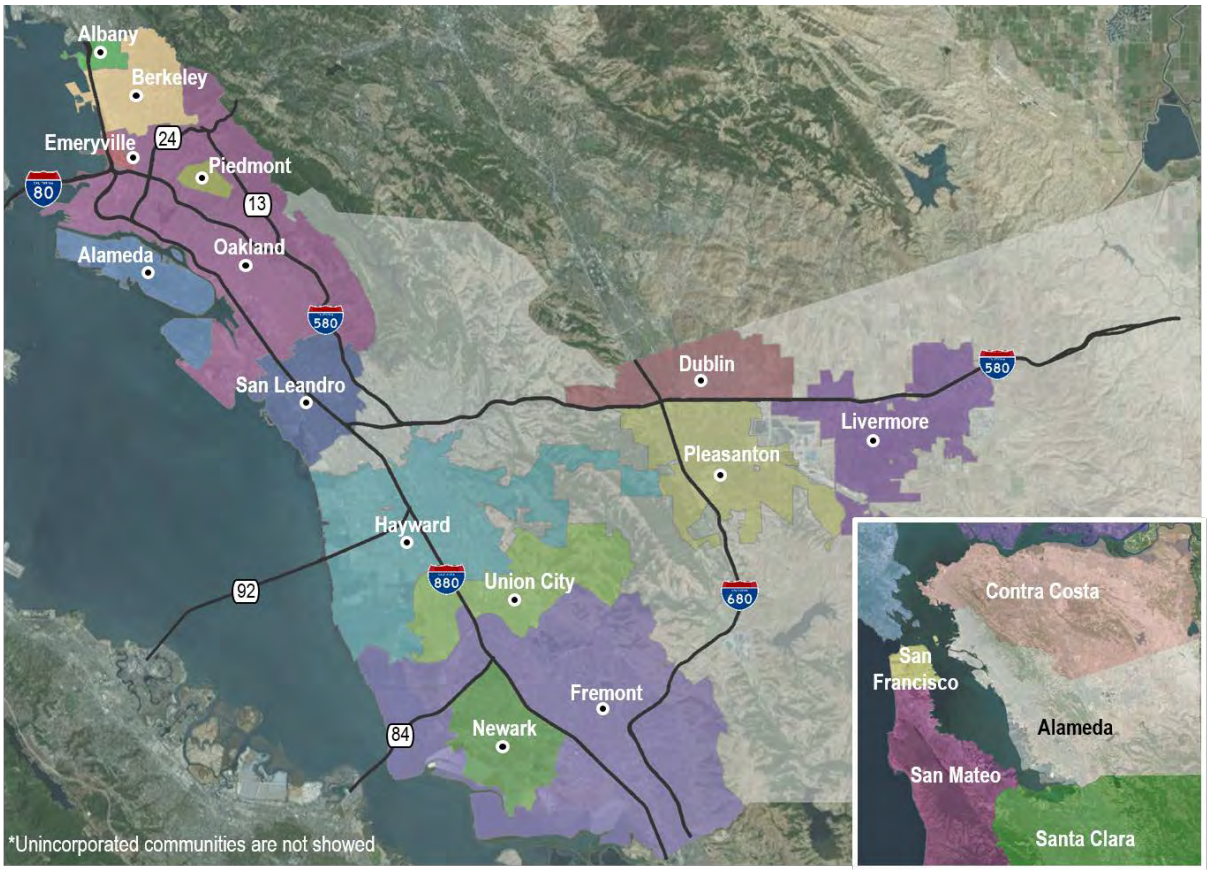
1.1. About Alameda County

Alameda County's central location, diverse population and workforce, and extensive transportation network, make it an integral part of the San Francisco Bay Area. The county has diverse travel markets served by an array of travel modes. Alameda County's 14 cities and unincorporated areas (Figure 1) have a combined population of 1.6 million[5]. Its population and worker base are growing and Alameda County recognizes that continuation of its economic viability is closely tied to the ability to efficiently move people and goods throughout the region. The number of Alameda County residents commuting to areas outside the county has been increasing for several years due, in part, to job growth in San Francisco and the Peninsula and South Bay. As housing needs continue to increase throughout the Bay Area, a significant amount of high-density, multi-family residential development is planned along several primary transportation corridors.

Meeting future demands for fast, frequent, and reliable transit will require careful planning and deliberate actions on the part of the agencies, jurisdictions, and entities that serve Alameda County and the Bay Area.

Alameda County's multimodal transportation network includes seven transit agencies that provide bus, rail, and ferry services in the county and across county lines (Figure 2), as well as a

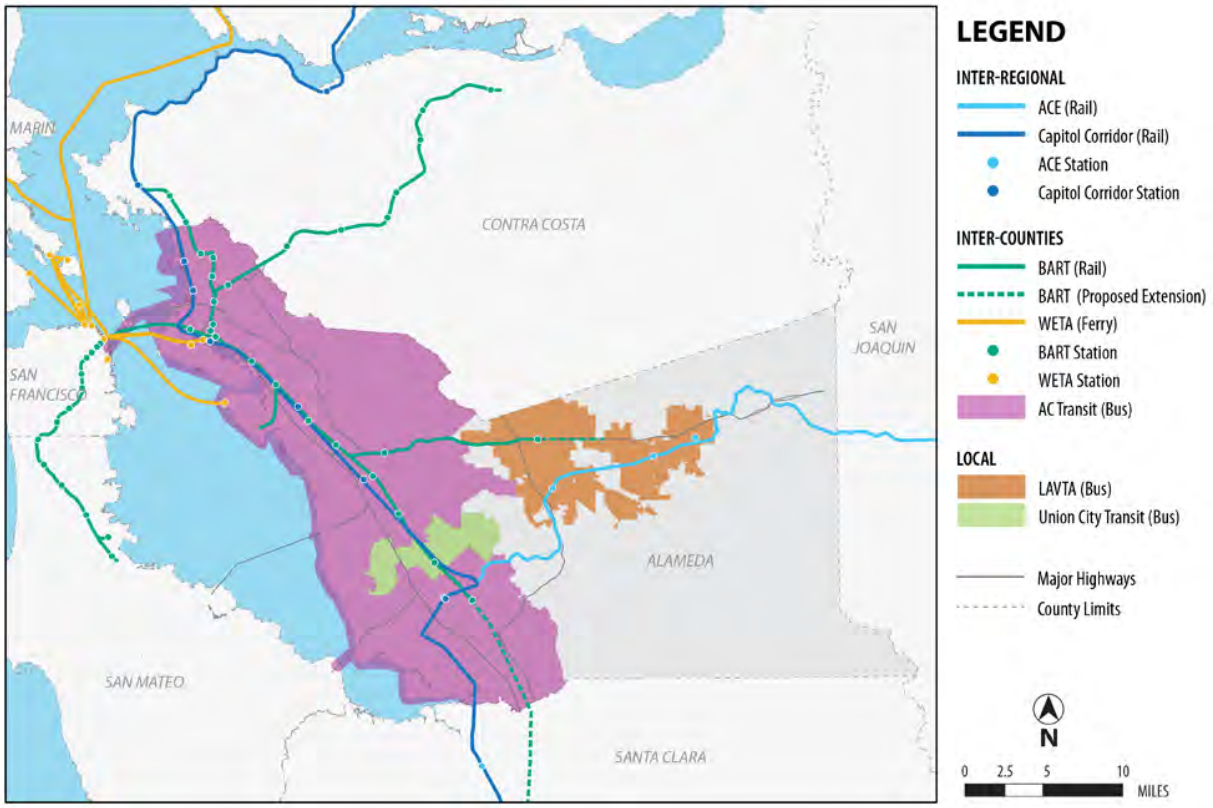
Figure 1: Study Area



[55] Report E-4 Population Estimates for Cities, Counties, and the State, 2011-2015, with 2010 Benchmark. California Department of Finance. http://www.dof.ca.gov/research/demographic/Estimates/

1 Background and Context

Figure 2: Map of Transit Agencies Serving Alameda County



Note: AC Transit also serves parts of Contra Costa County, however, service area outside Alameda County is not shown in the map above.

multitude of shuttle services that are either fully or partially privately funded. Land use, commuting patterns, population density and growth, and economic conditions have created strong markets for transit today. These same conditions and growth trends point toward an increasing demand for transit use in the future.

Transit is a competitive mode choice in most Alameda County communities based on favorable transportation and land use characteristics, such as limited parking availability, population and employment growth, and roadway congestion. In 2010, almost 54 percent of all Alameda County trips were in transit-competitive markets; this is expected to increase to 58 percent by 2040[6].

The presence of strong transit markets in Alameda County, however, has not always translated to

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[6] Appendix B - *Existing Conditions and Market Analysis*

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COUNTYWIDE TRANSIT PLAN AND OTHER PLANS

Alameda CTC, along with its predecessor agencies, has led the way in transportation investments and funding for projects in Alameda County for almost 30 years. Until recently, Alameda CTC and its predecessor agencies employed a conventional approach for prioritizing projects in the Countywide Transportation Plan. Alameda CTC began performance based planning with the adoption of the 2012 ***Countywide Transportation Plan*** *(CTP) to evaluate transportation performance against a set of goals to evaluate how the county is moving towards fulfilling its adopted transportation vision.*

The 2012 CTP also called for the development of specific modal plans to more fully understand the needs, challenges, and opportunities for transportation improvement in Alameda County. This Countywide Transit Plan was one of the identified modal plans to be created as a next step for developing projects, programs, and policies to improve transit in Alameda County.

The Transit Plan was developed in close coordination with other modal plans, particularly the Goods Movement Plan and the Multimodal Arterials Plan. Transit Plan and Goods Movement Plan teams collaborated to develop a white paper to inform the development of a comprehensive passenger and freight rail strategy for Alameda County. Similarly, recommendations of the Transit Plan were considered in identifying appropriate typology and modal priorities for relevant street segments in the Multimodal Arterials Plan.



high transit ridership. Only 14 percent of commute trips currently take place on transit[7]. Increasing transit mode share and growing rail, bus and ferry ridership are critical to meeting the mobility needs of today's and tomorrow's population. However, the rate of ridership growth on most of the county's transit services has not kept pace with increasing operating costs. These trends have pointed to the need to assess how Alameda County's transit agencies can better take advantage of transit-competitive markets and capture a larger percentage of trips, including commuter trips.

The decade-long trend of generally flat ridership growth on intra-county bus service is also a key issue. Bus agencies may be better able to increase market share in strong transit markets with faster, more frequent, and more reliable service. Improving speed and reliability will be a challenge given projections of worsening congestion and travel times.

Therefore, the Countywide Transit Plan has been developed to establish a framework for Alameda CTC and Alameda County's jurisdictions and transit agencies to align transit, land use, and economic development goals and objectives. It

[7]Alameda County Transportation Commission, 2014 Performance Report – State of the Transportation System in Alameda County.

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identifies needs and near- and long-term transit capital and operating priorities for fixed route and paratransit services. The plan is designed to work in concert with the Multimodal Arterial Plan (which lays out the approach to accommodating all modes traveling on major streets within the county) and the Countywide Goods Movement Plan (which addresses the critical importance of regional goods movement in the county and the interplay between the movement of goods and people on the county's rail and roadway systems). By articulating a clear vision and priorities for transit in Alameda County, the Countywide Transit Plan will enable Alameda CTC and stakeholders to leverage existing funds and advocate for additional resources to improve local, regional, and inter-regional transit.

The Plan identifies a Vision Network of enhanced infrastructure and transit services for the future. Moving forward with the Vision Network recommendations and strategies for better agency coordination will raise the bar for provision of transit service and travel options for residents, visitors, and workers in Alameda County. While the plan envisions a fully built out system by 2040, incremental delivery of enhancements over time can result in a steady increase in ridership and service between now and 2040.

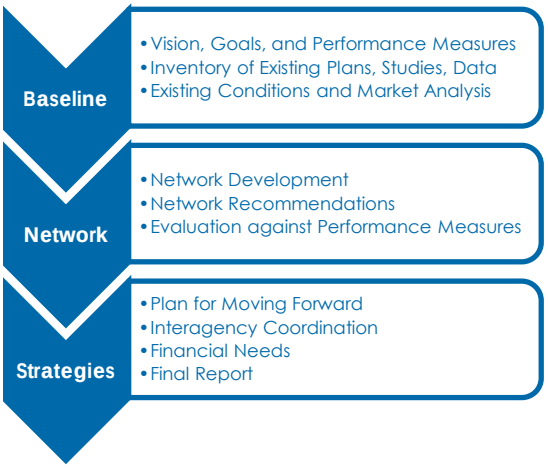
1.2. Plan Development Process

The framework for transit's future in Alameda County started by developing an inventory of existing plans, studies, and data (Appendix A); by thoroughly analyzing existing and future market conditions (Appendix B); and by identifying transit performance issues and system integration opportunities (Appendix B). Based on this baseline analysis, the Countywide Transit Plan established a vision to create an efficient and effective transit network that enhances the economy and the environment to improve the quality of life in Alameda County. Extensive market analysis was conducted, enabling identification of areas where travel and land use patterns, as well as employment and population densities, indicate strong market demand for enhanced transit services.

The Vision Network recommendations were developed to focus on these strong transit market areas. The recommendations consist of infrastructure improvements to facilitate provision of improved transit service within and to these areas. Network recommendations were evaluated against performance measures derived from the vision and goals (Appendix E). The performance evaluation included assessment of network components, as applicable, and the network as a whole, and assessed the potential of the recommendations to achieve the adopted goals.

The Countywide Transit Plan identifies physical and institutional strategies to move both the transit network vision and the specific recommendations forward. The strategies address transit performance issues and system integration opportunities, and focus on the physical and institutional needs to provide high quality transit services. The importance of collaboration among agencies to move the recommendations and strategies forward is recognized. The plan identifies key roles and responsibilities of partner agencies, as well as strategies for interagency coordination. The plan also lays out the federal,

Figure 3: Plan Development Process



state, regional, and local funding sources and financing programs potentially available to advance the recommendations and strategies.

Stakeholder outreach was an essential part of the plan development process. Outreach efforts engaged both "technical" and "public" groups by providing information and feedback opportunities tailored to their respective needs. To reach a broad stakeholder base, multiple stakeholder and technical team meetings with community, city leaders and transit agency staff were conducted. To address the community at large, a series of community workshops/open houses across Alameda County was conducted. Requests for stakeholder input was also communicated across multiple platforms, including websites, media, newsletters, fact sheets, handouts, and engagement exercises.

OUTREACH

The Technical Teams included staff from Alameda CTC, the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC), local jurisdictions, and transit agencies.

Interest groups included businesses, civic and community groups, educational and healthcare institutions, faith-based organizations, youth, and both frequent and occasional transit users.

Figure 4: Transportation Open House



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Vision For the Future

2.1. Vision

Alameda CTC works to create a transportation system that promotes environmental sustainability and economic vitality while facilitating mobility and connectivity. Alameda CTC recognizes the need to achieve financial sustainability by allocating limited transportation resources in a way that enhances the efficiency of transit operations and produces the most effective results for investments.

Vision for the Countywide Transit Plan: Create an efficient and effective transit network that enhances the economy and the environment while improving the quality of life in Alameda County.

The intent of the Countywide Transit Plan is to understand the challenges facing Alameda County's transit agencies and transit users and to work collaboratively on approaches to provide more effective and sustainable transit services.

2.2 Goals

Based on the vision and an understanding of the current conditions in the county and region, seven transit goals for the Countywide Transit Plan were adopted by Alameda CTC: (See Appendix C for more information about development of the Vision and Goals.)

1. Increase Transit Mode Share



Transit's market share of total trips made within, to, or from Alameda County is relatively small. While some travel markets have higher numbers of trips on transit, such as the work commute between the East Bay and San Francisco, the overall number of trips using transit on a per capita basis will need to increase to reduce dependence on auto travel and help absorb growing travel demand.

In addition, the number of people living and working in Alameda County is growing significantly faster than the number of people using transit. By offering travelers more choices, the potential exists to capture a larger share of all trips on transit and reduce reliance on single occupancy vehicle (SOV) driving.

The potential to capture more trips on transit can also be improved by promoting land use patterns that provide a mix of uses and greater density around transit hubs and/or activity centers.

2. Increase System Effectiveness

Demand for some peak hour services-- such as Transbay BART service, Transbay AC Transit, and WETA ferry services-- exceeds capacity. Use of the system is constrained by lack of supply. Conversely, much of the current supply of transit in off-peak hours is underutilized. To achieve a more financially sustainable transit system, supply should match demand by location, service type, frequency, time of day and day of week.

3. Increase the Effectiveness of Inter-Regional Transit Travel



Alameda County is a key crossroads in the San Francisco Bay Area. A significant portion of inter-regional trips begin, pass through, and end in the county. As a result, the county's transportation system serves a significant number of through trips with no origin or destination points within Alameda County. More effective inter-regional transit service has the potential to shift some of these inter-regional trips from roads and highways onto rail, bus and shuttle transit services.

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4. Increase Cost Efficiency



The rate of increase in the cost to provide transit service is outpacing the rate of increase in service and ridership. Resources must be used as efficiently as possible to maintain current transit service levels, as well as to increase frequency and service hours. As the demand for transit dollars increases and resources become increasingly competitive, a greater emphasis must be placed on transit investments that achieve the greatest return for the dollars spent.

5. Improve Access to Work, Education, Services, and Recreation



The transit system should make it easy for people to travel without reliance on private automobiles.

While several transit markets in Alameda County are in transit competitive environments, they are performing below their market potential. Gaps in transit service (including both temporal and physical), poor connectivity between different transit agencies, and lack of a well-integrated fare structure are conditions that can make transit use costly, time-consuming, and inconvenient, thereby discouraging ridership. Additional factors include limited availability of transit information, safety and security concerns, limited service hours and frequency in some areas, and poor reliability of service as a result of congestion and other factors.

Improved access can be accomplished by fostering a coordinated transit network that integrates modes, services (public and private), routes, schedules, service periods, fares and fare payment types to provide fast, reliable connections. Easily accessible and fully integrated information on all services, including first and last mile options, must be available in a user friendly manner. Points of connection between modes and routes must be safe, pleasant and facilitate easy transfers. Implementation of innovative and flexible services can also more effectively meet transportation needs in areas that cannot be efficiently served by fixed route transit.

Improved access also means providing safe and convenient connections and facilities for pedestrians, bicyclists and persons with disabilities—as well as transit buses, vans, and shuttles—to transit stops and stations.

6. Reduce Emissions



Transportation- dominated by SOV travel-- is the single largest contributor to emissions (greenhouse gases and air pollutants[8]). By creating an accessible, reliable, safe and efficient transit network, transit can capture a larger mode share, resulting in less reliance on SOV driving and lower emissions.

7. Achieve a State of Good Repair



To provide a safe and reliable transit experience for the user, the transit system needs to be in good working condition. With limited resources, the maintenance of existing transit facilities and fleets must be balanced with system expansion.

Much of Alameda County's transit infrastructure is old and in need of refurbishment or replacement. BART's infrastructure dates from the 1960s and 1970s, with rail cars placed in service over 40 years ago still in service. Similarly, AC Transit and other transit agencies have identified the need for significant investments to maintain their existing assets in a state of good repair. There is a need to obtain new assets, such as vehicles, to meet projected demand.

[8] State of California, Sustainable Communities and Climate Protection Act of 2008

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3

Existing Conditions

3.1. Context

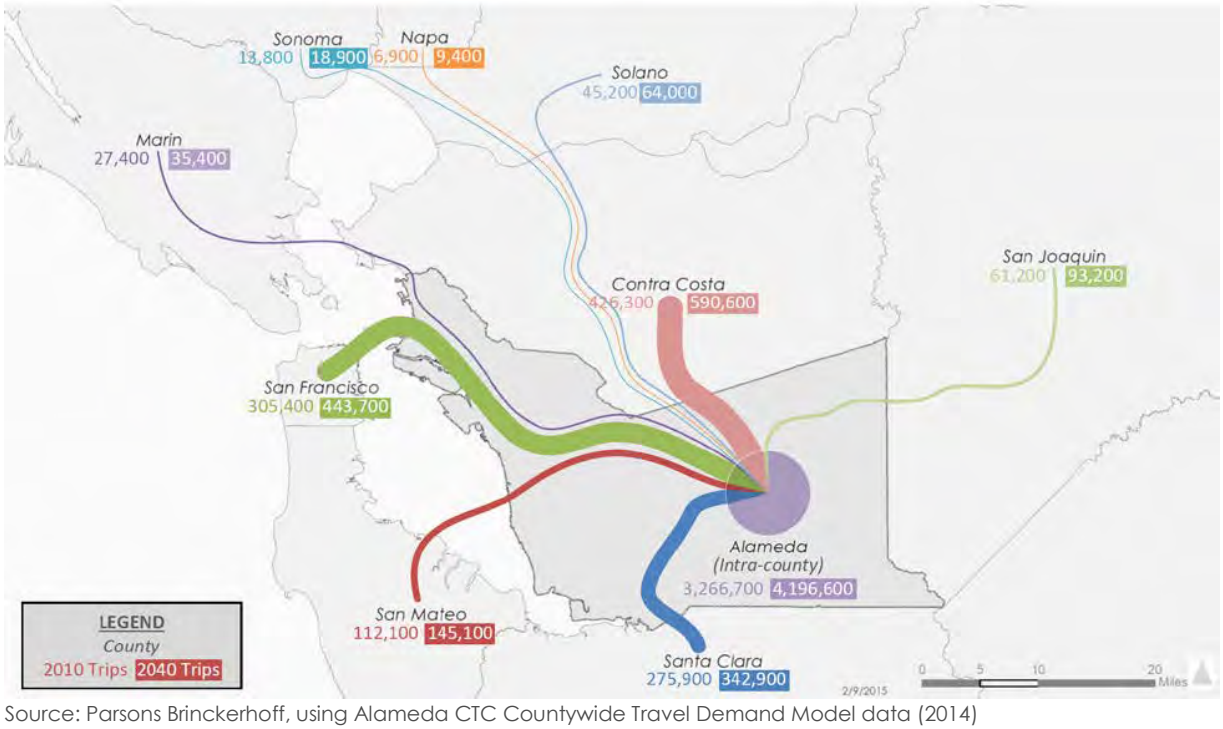
Alameda County's transit system is extensive and diverse, consisting of multiple modes and transit agencies. The context in which transit is operated and investments are made involve legislative mandates, several policies and implementing agencies, and complex inter-relationships among all entities. The transit system also reflects, and responds to, the area in which service is provided in terms of land use patterns, population, demographics, and development. Transit in Alameda County is also provided within the broader context of the Bay Area metropolitan area, with travel patterns and services that cross county lines.

3.2. Land Use and Travel Patterns

Alameda County is characterized by a diverse range of land uses and densities. North County encompasses the inner East Bay's urban core, with the most intense development in and around its major downtowns. Development is more dispersed in the hills and away from the downtowns. Central County is a mix of older urban and newer suburban neighborhoods. South County has land-use characteristics similar to those of Central County, consisting of medium- and lower density neighborhoods and communities, and in some communities is beginning to focus on strategic urban growth. East County features lower-density suburban communities and also has rural and agricultural areas.

The Alameda County Travel Demand Model, reports approximately 4.5 million total trips a day in 2010 and projected nearly 6 million total daily trips by 2040 (Figure 5). In both the baseline and future scenarios over two-thirds of these trips are intra-county trips occurring entirely within the county. Trips to/from neighboring counties of Contra Costa, San Francisco, Santa Clara, and San Mateo account for most of the rest. There are also a significant number of trips travelling to/from San Joaquin County. Trips between Alameda

Figure 5: All Daily Trips to and from Alameda County (All Modes)



Source: Parsons Brinckerhoff, using Alameda CTC Countywide Travel Demand Model data (2014)

County and the North Bay counties of Marin, Napa, Sonoma and Solano account for only a small percentage of the total.

3.3. Transit Services and Plans

Alameda County's multimodal transportation network includes seven transit agencies that provide bus, rail, and ferry services in the county and across county lines. While service coverage extends throughout the county, operations and frequency (i.e., routes and schedules) tend to be concentrated in the inner East Bay's urban core. The system becomes less dense and service less frequent in the southern and eastern parts of the county. The following summarizes the transit operators in Alameda County and recent plans completed by these agencies (see Appendix A for full summary of existing plans).

Inter-Regional

Inter-regional services in Alameda County are defined as services operating across the boundary of the Bay Area region; they currently consist of two passenger rail services—ACE and Capitol Corridor.

Altamont Corridor Express (ACE)

ACE*forward*: This plan focuses on modernizing existing service and extending it to downtown Modesto and downtown Merced to connect with the proposed California High Speed Rail service. All of the program's capital projects are located outside of Alameda County but would potentially have a positive impact on ridership within the county. ACE*forward* is currently in the scoping stage of the environmental review process.

Figure 6: ACE*forward* Program of Projects



Source: SJRRC, ACE*forward* Fact Sheet 2014

Capitol Corridor

Capitol Corridor Vision Plan: This plan lays out a short- and long-term vision for upgraded service. A key component is operating 30-minute

Altamont Corridor Express (ACE)

ACE is an intercity passenger train service between Stockton and San Jose along an 86-mile rail corridor, parts of which pass through Alameda County. It serves four stations in Alameda County (Vasco Road, Livermore, Pleasanton, and Centerville/Fremont). ACE operates four morning westbound and four afternoon/evening eastbound trips on weekdays; weekend service is not provided. Through a Cooperative Services Agreement, the San Joaquin Regional Rail Commission (SJRRC) was created to develop and operate ACE. Annual ridership is approximately 1.2 million (2014).

Capitol Corridor

Capitol Corridor is an intercity train service in a 170-mile rail corridor along the congested I-80 and I-880 freeways. It connects Alameda County with Sacramento and Auburn to the north and San Jose to the south. The Capitol Corridor serves six stations in Alameda County (Berkeley, Emeryville, Oakland Jack London Square, Oakland Coliseum, Hayward, and Fremont / Centerville). Capitol Corridor service consists of 15 morning eastbound and 15 afternoon/evening westbound trips on weekdays. Weekend and holiday service consists of three morning and eight afternoon/evening eastbound trips and three morning and eight westbound trips. Six of the region's transit agencies partnered to create the Capitol Corridor Joint Powers Authority (CCJPA) to develop and operate the Capitol Corridor, with management support from BART. Annual ridership is 1.42 million (2014).

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headways between Oakland and San Jose. The plan also includes extending service to Salinas/Monterey and Truckee/Reno; adding new stations in Vacaville/Fairfield, Hercules, and North Sacramento; maintaining 90 percent on time performance; increasing daily service frequency; and reducing travel time by 12 percent through implementation of a positive train control system.

INTER-COUNTY

Inter-county services within Alameda County are defined by those operating primarily within the Bay Area region and serving Alameda County.

BART

BART's service expansion plan includes extensions to East Contra Costa County (eBART), Livermore (BART to Livermore/ACE currently under environmental reviews), and Santa Clara County/San Jose (Silicon Valley Extension). BART's Sustainable Communities Operational Analysis and the Future BART and BART Vision Plan, guide its improvement and growth, and are relevant to the Countywide Transit Plan:

BART Sustainable Communities Operational Analysis (SCOA): BART ridership is expected to increase by more than 50 percent by 2025. Much of this growth is expected to be concentrated in Priority Development Areas (PDAs) adjacent to BART stations and in the San Francisco and Oakland downtowns as reflected in Plan Bay Area.

The SCOA further develops these service strategies into service plans and identifies the improvements needed over the coming years for BART to maintain its current quality of service and meet the projected ridership increases. Improvements focus on capacity upgrades, efficiency projects, fleet increases and other related capital investments.

Future BART and BART Vision Plan: In 2012, faced with increasing ridership and deteriorating infrastructure, BART initiated Future BART, an effort to explore the role of BART in the region's future. The BART Vision Plan focuses on BART's longer-term future, including where significant investments in new lines or new "infill" stations along existing lines should be made. Both initiatives are currently in progress.

AC Transit

AC Transit has undertaken specialized planning efforts to improve efficiency and increase ridership:

AC Transit Short Range Transit Plan (SRTP): Completed in 2015, the SRTP covers the period from FY 2014-2015 to FY 2023-2024. This planning document provides overarching guidance to the agency's other plans and studies and

Bay Area Rapid Transit (BART)

BART is the region's heavy rail system, serving San Francisco, Contra Costa, San Mateo, and Alameda counties. BART operates a high frequency schedule 365 days a year. It comprises about half of the region's total transit passenger miles. BART has five lines and serves 45 stations, 22 of which are in Alameda County. BART operates within its own dedicated right of way.

Annual ridership on BART is 127 million (2015).

Alameda-Contra Costa (AC) Transit

AC Transit is California's third-largest public bus system, serving 13 cities in Alameda and Contra Costa Counties (including Union City, although it is not a member of AC Transit and operates its own local system) and adjacent unincorporated areas. It serves about 1.5 million people in a 364 square mile service area. AC Transit also provides inter-county service to Milpitas and Pinole, and Transbay service to Menlo Park, Palo Alto, Foster City, San Mateo, and San Francisco.

Annual ridership on AC Transit is 57.5 million.

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incorporates the District's goals and standards, operating and capital budgets, and service plan.

AC Transit Service Expansion Plan (SEP): The agency conducted a comprehensive operations analysis which involved a detailed review of its bus routes and schedules. The SEP was approved by AC Transit's Board, with recommendations being implemented starting in summer 2016.

AC Transit Major Corridors Study: The Major Corridors Study is the agency's long-range planning document that examines potential short-term and long-term investment strategies for its highest-ridership corridors, which are summarized in Table 1. The study evaluates potential capital improvement strategies for the corridors using a number of criteria, including potential ridership gains, cost effectiveness, and others. The AC Transit Board will review the study's final report in summer 2016.

AC Transit East Bay BRT: A BRT line is being constructed on International Boulevard and East 14th Street from 20th Street (Oakland) to the San Leandro BART station. This nine-mile project will consist of about 85 percent bus-only lanes, enhanced stations, improved landscaping, level boarding, and other features. Service is expected to be operational in 2017.

AC Transit Line 51 Corridor Delay Reduction and Sustainability Project: This project provides immediate-term recommendations for service design and operational changes to Lines 51A and 51B to improve travel time and reliability, including changes to existing bus stops, such as stop optimization and construction of bus bulbs; changes to intersections and signals, including the addition of queue jumps and adaptive signal priority; and changes to the roadway, including construction of queue bypass and bus turn provisions, such as shared right-turn lanes.

AC Transit South Alameda County Major Corridors Travel Time Improvement Project: The project examines the installation of adaptive traffic control systems, adaptive signal priority, and relocation of key bus stops on Hesperian Boulevard, Union City Boulevard and Alvarado Niles in southern Alameda County.

Table 1: Study Corridors for AC Transit's Major Corridors Study

Corridor
College Avenue/University Avenue
San Pablo Avenue/Macdonald Avenue
International Boulevard/East 14th Street
MacArthur Boulevard
Foothill Boulevard
Shattuck Avenue/Martin Luther King Jr. Way
Telegraph Avenue
Hesperian Boulevard
East 14th Street/ Mission Boulevard
Adeline Street
Fruitvale Avenue/ Park Street

WETA

WETA's core system-wide goal is to plan, implement and operate productive, effective and cost-efficient regional ferry transit services consistent with demand and available resources. It has developed a plan to guide its growth:

Water Emergency Transportation Authority (WETA)

WETA operates daily ferry service serving 3 terminals in Alameda County: Alameda, Oakland, and Harbor Bay. WETA provides service to San Francisco, Angel Island, and South San Francisco. Service is provided every 30-70 minutes on weekdays; it is less frequent on weekends.

Annual ridership is 2.14 million (2014-2015).

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WETA Short Range Transit Plan: The SRTP identifies seven potential new ferry terminals (including one in Alameda County, in Berkeley), expansion of the San Francisco Downtown ferry terminal, and two new maintenance facilities, one of which would be located at Alameda Point. The SRTP identifies three new near-term service routes, including a route to Berkeley in Alameda County.

Local Bus Service

Local buses operate on a specific territory within Alameda County and their services are within the boundary of one or several cities. In addition to AC Transit, these bus services include Union City Transit and LAVTA.

Union City Transit (UCT)

UCT Short Range Transit Plan (SRTP): The UCT SRTP recommended modifications to enhance productivity and ridership.

Union City Transit (UCT)

UCT is a bus service operating in Union City. Routes and schedules are coordinated with BART schedules at the Union City BART Station. Union City Transit also provides connections with AC Transit and the Dumbarton Express. The main transfer points for Union City Transit are located at the Union City BART Station and the Union Landing Transit Center.

Annual ridership is approximately 500,000.

Livermore Amador Valley Transit Authority (LAVTA)

LAVTA provides the Wheels public bus transit service in the cities of Dublin, Livermore, Pleasanton, and in unincorporated areas of Alameda County. Several Wheels routes provide connections to BART, ACE and Central Contra County Transportation Authority (County Connection).

Annual ridership is 1.67 million (2015).

LAVTA

LAVTA Short Range Transit Plan: The Wheels SRTP serves as a management and policy document for LAVTA. It includes a recently approved round of schedule and service revisions. In May 2016, LAVTA also adopted the recommendations of a Comprehensive Operational Analysis of its service.

Shuttle Service

Service is also provided by private shuttles, such as those operated for private employers, office parks, and hospitals. This service is especially important in those areas where public transit is limited or unavailable. Often shuttle services provide critical first and last-mile connections to train stations.

San Francisco Shuttle Partners Program: With the large growth in privately-operated shuttles in the Bay Area in recent years, the potential for conflicts with existing public transit operations has also increased. The City of San Francisco has initiated a "Shuttle Partners Program" to address the concerns of the public and the San Francisco Municipal Transportation Agency (SFMTA) regarding these potential conflicts.

Private Shuttle Service and Public Transit Coordination: MTC, in coordination with the Bay Area Council, is developing a private shuttle report to assess and quantify the amount of trips provided by private shuttle services in the Bay Area. Once complete, this report may provide insight regarding trips provided by the private

Shuttle Service

Shuttles are playing increasing roles in the county's transit network. They bridge gaps in public transit between employment centers, medical/educational institutions, shopping centers, and BART. These shuttles include both publically and privately funded and operated shuttles. While these shuttles serve a critical need in Alameda County, they also present potential conflicts at existing transit stations and bus stops.

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industry that are currently not accounted for in travel demand modeling in the Bay Area.

Transit and Human Service Transportation

ADA-mandated Paratransit and complementary city-based programs exist throughout the county to provide service to seniors and people with disabilities. These services are fully described in Appendix A.

MTC Coordinated Public Transit-Human Service Transportation Plan: MTC's recently updated Coordinated Public Transit-Human Service Transportation Plan outlines a comprehensive strategy for public transportation service to meet the needs of individuals with disabilities, older adults, and individuals with limited income.

3.4. Transit Market Analysis

The transit market analysis is a central part of the Countywide Transit Plan. A Transit Competitiveness Index (TCI) tool identified locations and markets where transit service can effectively compete with other modes. (See Appendix B for a complete description of the TCI and market analysis findings.)

Over half of all Alameda County trips occur in strongly competitive transit travel markets based on several factors including increasing roadway congestion and aggressive concentration of future land use growth, primarily in the Priority Development Areas (PDAs).

Across the region, overall transit competitiveness is expected to increase due to increases in residential densities and congestion, decreasing vehicle availability per household, and smaller households. Population and employment in Alameda County are forecasted to grow by more than 30% by 2040[9]. Improving transit's market share is necessary to accommodate a growing population and its mobility needs. While total daily trips are forecasted to increase to 7.5 million by 2040, only a minimal expansion in roadway capacity is anticipated to occur during this period. Despite some expected changes in land use expected to occur, no major changes in travel patterns are anticipated.

TRANSIT COMPETITIVENESS INDEX

To design an effective transit system, it is useful to identify locations and markets where transit service can be competitive relative to automobile use. The Transit Competitiveness Index (TCI) tool assesses the underlying market conditions and location characteristics, independent of current or proposed transit service. It provides a quantitative measure of the transit ridership potential by aggregating the conditions that contribute to successful transit service into a single number. The TCI analysis uses land use density and diversity, roadway congestion, parking cost and search time, household characteristics, trip purpose, central business district characteristics, and tolls as factors to determine transit market competitiveness. The Alameda CTC TCI tool is derived primarily from data obtained from the recently updated Alameda CTC travel demand model.

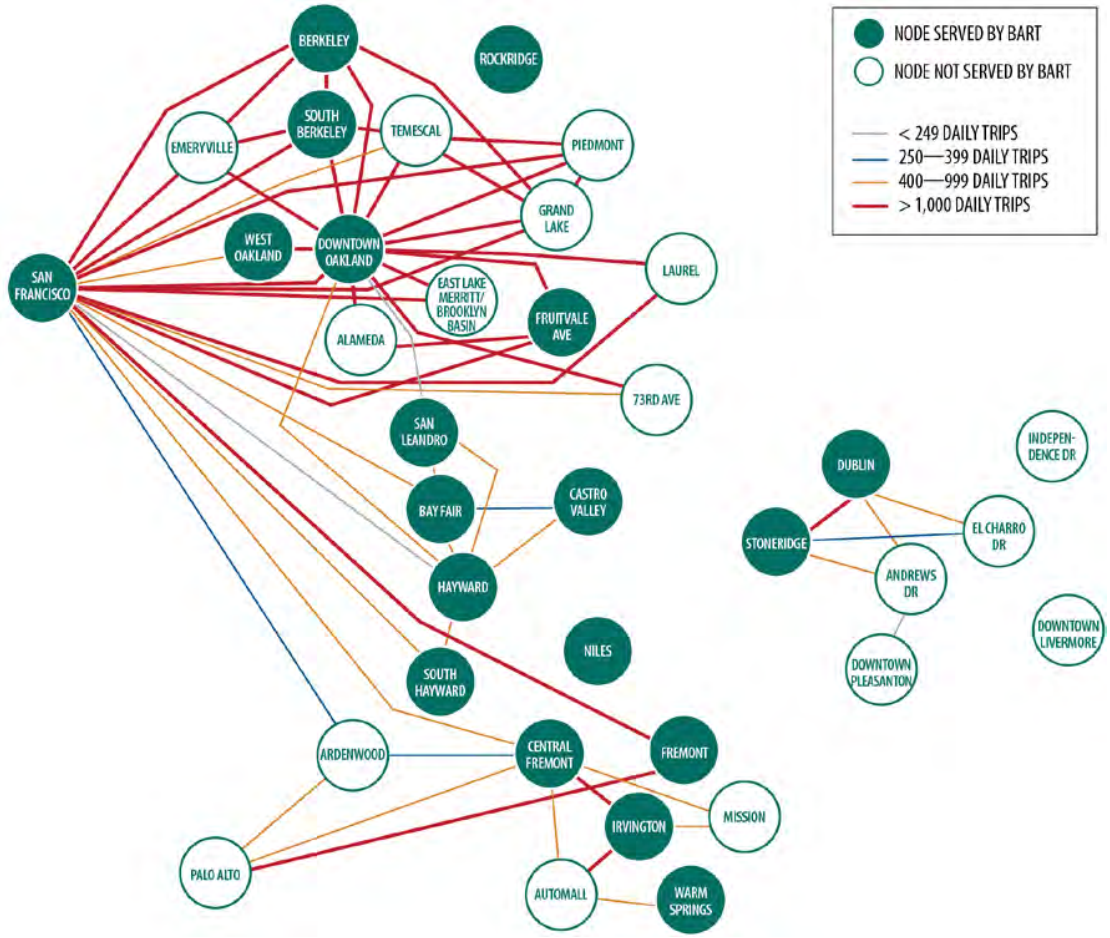
3.5. Current State of Transit in Alameda County

Several key themes that emerged from analysis of existing conditions of the transit system are summarized below.

[9] Plan Bay Area, Metropolitan Transportation Commission, 2013. Alameda County population is expected to increase by over 30% and employment by 36% between 2010 and 2040.

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Figure 7: Projected 2040 Trip Densities between Major Origin-Destination Nodes



Source: Arup, 2015

Note: Diagram only includes trip levels greater than 200 weekday trips. Diagram is not to scale.

Strong Transit Markets are not resulting in Strong Transit Ridership

The presence of strong transit markets in Alameda County has not yet translated to high transit ridership. A significant majority of transit routes in Alameda County currently operate in transit-competitive markets. However, transit ridership in areas with a high TCI are lower than what would be expected given the "competitive" transit conditions. Many of the transit routes serving these areas have mode shares below that - suggested by the TCI - indicating that an untapped transit market or latent passenger demand exists within or near these transit routes.

Despite positive market conditions for transit in Alameda County, transit serves a relatively small share of total trips made within, to, from, or through Alameda County. Only 14 percent of commute trips in the county currently take place on transit (Figure 8). An even smaller proportion of total trips (including non-commute trips) are served by transit. Single-occupant vehicles remains the predominant mode of travel accounting for slightly less than three-quarters of all work trips originating in Alameda County.

Whereas over two-thirds of *all* trips (trips on all modes) associated with Alameda County take place entirely within the county, only one third of trips *served by transit* take place entirely within in

the county. Two thirds of transit trips are regional trips that cross county boundaries (Figure 9). These regional trips occur between Alameda County and adjacent counties, including those to and from San Francisco. In particular, a high level of Transbay coverage is provided to San Francisco.

Among all transit agencies, BART and AC Transit combined carry nearly 97 percent of all trips made on transit (Figure 10). The other transit services in Alameda County carry the remaining three percent.

Decade-Long Trend of Flat Intra-County Bus Ridership Growth

Where transit markets are strong and transit service is frequent, reliable, and highly competitive with automobile travel times, such as the East Bay-San Francisco Transbay corridor, transit ridership has grown significantly. However, ridership for intra-county bus lines has remained flat.

Bus ridership actually declined between 2006 and 2012; it remained relatively flat until 2014, the most recent year for which data was collected. This trend may be linked to the recession, service cuts and congestion-related on-time performance problems[10].

Transit Speed and Reliability Could Worsen if No Actions Taken

Improving bus speeds will present a challenge. Traffic congestion and auto travel times are projected to worsen as population and density increases in many areas of the county. Increasing roadway congestion threatens to increase bus delay and worsen on-time performance. In order to address this trend it is critical to develop strategies for bus service to avoid the unpredictability of congestion and road incidents.

Figure 8: Mode-share for Commute Trips

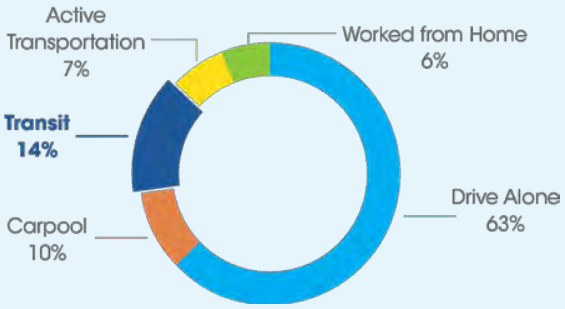


Figure 9: All Transit Trips by Type

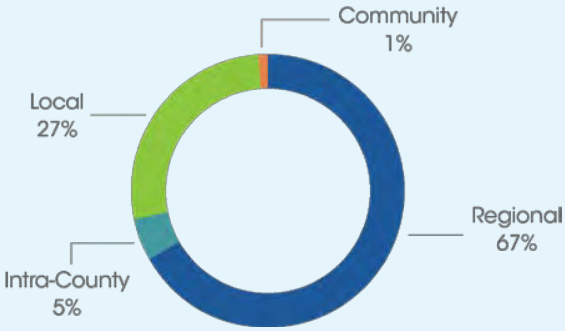
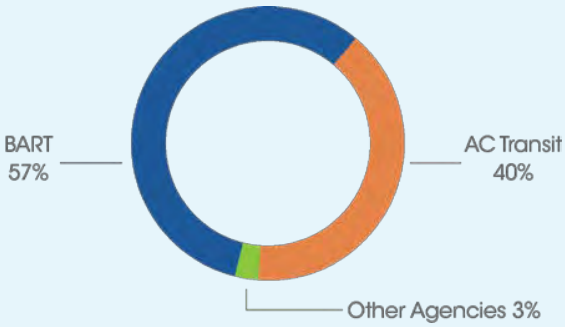


Figure 10: Ridership by Transit Agency



Source: Ridership data provided by operators

[10] Alameda CTC 2014 Performance Report

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Rate of Ridership Growth is Not Keeping Pace with Increasing Operating Costs

The cost of providing transit service is increasing faster than inflation and outpacing any growth in ridership and fare revenues. Higher operating costs combined with fluctuations in transit funding and revenues due to recession have necessitated cutbacks in service which have a negative impact on ridership. This situation also presents on-going challenges to maintain existing services and provide new service where it is needed most. At the same time, population and employment in Alameda County have continued to grow, but transit ridership has not kept pace.

3.6. Policy Context

Existing policies, plans, studies, and other data inform the Countywide Transit Plan by shaping vision, goals, and objectives; identifying performance measures; and outlining improvements projects. They also provide the base understanding of the context, and strategies for transit projects.

Several state, regional and county-based initiatives, programs, and implementation mechanisms have been developed that directly impact the direction, design, operation, and performance monitoring of transit in Alameda County. In many instances, they recognize and facilitate the link between transportation, air quality, and land use.

Federal

The federal government's role in transit policy and planning is governed by the Fixing America's Surface Transportation (FAST) Act of 2015. It authorizes $305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

As with its predecessor legislation, MAP-21, FAST includes a wide range of formula and discretionary or competitive funding programs, primarily for capital needs although some operating and maintenance expenses are eligible. Implementation and compliance monitoring is the responsibility of the Federal Transit Administration (FTA).

State of California

Over the past decade, the State of California has established a regulatory framework to reduce greenhouse gas (GHG) emissions by linking transportation planning and investments with land use patterns. The mandates resulted in regional and local jurisdictions developing more sustainable approaches to land use development and transportation services. In addition, the state is responsible for developing a multitude of statewide plans and programs, many of which address transit, including the California Transportation Plan, Interregional Transportation Strategic Plan, Freight Mobility Plan, State Rail Plan, the High Speed Rail Transit Interconnectivity Program and many others. Key state legislation addressing the reduction of greenhouse gas emissions include:

Assembly Bill (AB) 32

AB 32, the California Global Warming Solutions Act of 2006, requires that California reduce GHG emissions to 1990 levels by 2020. The California Air Resources Board (CARB) is responsible for adopting regulations to reduce GHG emissions based on feasible technology and cost-effective measures, including enhance use of transit. Cap and trade funding is an outcome of AB 32 as a result of a cap and trade program approved under this bill.

Senate Bill (SB) 375

SB 375, the Sustainable Communities and Climate Protection Act of 2008, targets GHG emission reductions by integrating land use and transportation planning. It requires regions to prepare a Sustainable Communities Strategy (SCS) that demonstrates how plans and programs

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would achieve the targets or develop an alternative planning strategy that identifies how the targets would be met through other means. SCSs identify land use, housing, and transportation strategies aimed at helping the region meet GHG targets set by CARB.

Regional: Metropolitan Transportation Commission (MTC)

MTC, the metropolitan planning organization for the nine-county San Francisco Bay Area, is responsible for five critical transportation documents that guide transit decisions and funding in the Bay Area:

Regional Transportation Plan (RTP)/Plan Bay Area

Adopted in 2013, the current RTP-- known as Plan Bay Area-- is an integrated transportation and land use strategy. By linking transportation and land use decision-making through a Sustainable Communities Strategy (SCS), Plan Bay Area is the region's first long-range plan (covering the period through 2040) to address SB 375 requirements.

Regional Transit Expansion Program (RTEP)

RTEP, or Resolution 3434, identified specific bus, rail, and ferry priority projects for transit expansion. Resolution 3434 is a multi-year transit expansion program to enhance the Bay Area's transit network with 140 miles of new rail, 600 miles of new express bus routes, and a 58 percent increase in transit service levels in existing corridors. Resolution 3434 built upon Resolution 1876 that delivered new BART service to Dublin and Bay Point in the East Bay.

The RTEP does not identify or provide new sources of funds but seeks to identify an integrated program of new rail transit starts and extensions that could be primarily funded with local and regional sources of funds. MTC has developed a Transit-Oriented Development (TOD) companion policy for the expansion program.

Regional Measure 2 (RM2) Traffic Congestion Relief Program

RM2 was passed in 2004 to raise tolls on seven state-owned bridges in the Bay Area. Its goal is to reduce congestion along bridge corridors. RM2 created the Regional Traffic Relief Plan, identifying specific transit operating assistance and capital projects and programs eligible for RM2 funding.

As a requirement of the RM2 Program, MTC adopted the Regional Rail Plan in 2007. The plan presented a long-range vision for improving the regional passenger rail system.

Transit Sustainability Project (TSP)

MTC launched the TSP in 2010 to assess the major challenges facing transit and identify a path toward an affordable, efficient and well-funded transit system that more people will use as the region seeks to focus growth around transit. The three primary goals of the TSP are:

- Improve transit financial conditions by containing costs, covering a greater percentage of operating and capital costs with farebox revenues, and securing more reliable streams of public funding.
- Improve customer service by upgrading the system to function as an accessible, user-friendly and coordinated network for transit riders, regardless of mode, location or jurisdiction.
- Attract new riders to the system to advance emission reduction goals and support ridership growth through land use and pricing policies.

Core Capacity Transit Study

The Bay Area Core Capacity Transit Study (CCTS) is a collaborative effort to find and prioritize investments that will improve travel on public transportation to and from the San Francisco Core.

The study, scheduled to be completed in 2017, will bring the major transit operators (including BART, AC Transit, and WETA that serve Alameda County), together to address the regional issue of

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moving hundreds of thousands of people into and out of San Francisco's core. The Study Area includes two primary transit corridors: the Transbay Corridor and the San Francisco Muni Metro Corridor. The Transbay Corridor focuses on investments to transport commuters on BART, AC Transit and WETA from the East Bay (including Alameda County), and it explores potential new connections across the Bay.

The study will look at investments that could help steadily upgrade the overall transportation system and keep pace with anticipated population growth for the next quarter century. The operators are independently considering various improvements and investments to their respective systems.

ALAMEDA CTC

Alameda CTC collects and administers three major funding sources:

Measure B

Measure B was enacted in 1986 and reauthorized in 2000 to collect and distribute half-cent sales tax in Alameda County for transportation purposes. It is expected to generate over $1.4 billion in revenues between 2002 and 2022. Alameda CTC disburses Measure B direct local distribution funds on a monthly basis to Alameda County agencies and jurisdictions for their transportation improvement programs.

Measure BB

An extension and augmentation of Measure B was enacted in 2014, resulting in a 1 percent sales tax for transportation improvements. Referred to as Measure BB, it is projected to generate approximately $8 billion in revenues from 2015 to 2045.

Vehicle Registration Fee

Measure F is a $10 annual vehicle registration fee, expected to generate $11 million per year to sustain the county's transportation network and reduce traffic congestion and vehicle-related pollution.

Alameda CTC is also responsible for the development of several major transit-related documents:

Transportation Expenditure Plan (TEP)

The 2014 TEP guides the use of Measure BB revenues toward capital projects and programs that improve the countywide transportation system. Priorities are to:

- Expand BART, bus, ferry and rail services
- Keep fares affordable for youth, seniors and persons with disabilities
- Provide traffic relief by improving local streets and roads and highway corridors
- Improve air quality and provide clean transportation by expanding bicycle and pedestrian paths and the regional rail network
- Create good jobs within Alameda County by requiring local contracting and supporting community developments that improve access to jobs and schools.

The 2014 TEP includes up to $3.7 billion, or about 48 percent of total funding, for BART, bus, senior, and youth transit. It allocates funding for operations and maintenance to transit agencies serving the county.

Countywide Transportation Plan Update (CTP)

Every four years Alameda CTC updates the Countywide Transportation Plan. The 2016 CTP Update develops a performance-based, long-range plan through 2040 for Alameda County's multimodal transportation network. The 2016 CTP vision and goals are aligned with the Transit Plan adopted vision and goals, and a summary of this Transit Plan is included in the 2016 CTP Update.

Congestion Management Program (CMP)

As the CMA for Alameda County, Alameda CTC develops and updates the legislatively required CMP.

The CMP consists of five main elements:

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- Setting level of service (LOS) standards for roadways and monitoring LOS trends.
- Establishing and reporting on multimodal performance measures.
- Exploring ways to manage travel demand.
- Analyzing the impact of land development on transportation.
- Developing a Capital Improvement Program.

Community-Based Transportation Plans (CBTPs)

To address findings in MTC's *Lifeline Transportation Network Report* (2001) and *Environmental Justice Report* (2001), Alameda CTC developed five CBTPs:

- Alameda (2009)
- Central and East Oakland (2007)
- West and South Berkeley (2007)
- West Oakland (2006)
- Central Alameda County (2004, includes communities of Cherryland, Ashland, South Hayward).

The plans identified transportation gaps in underserved communities and transportation solutions and potential funding sources to address them. Most of the funding for public transit related projects in CBTPs is derived from state and federal formula funds that are distributed through Alameda CTC based on population and ridership.

The 2016 CTP update also serves as the update to the CBTPs.

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4

Gaps, Issues and Challenges

4.1. Gaps, Issues, and Challenges

Conditions in Alameda County are supportive of transit and there is a lot of work underway by many transit operators and transportation agencies to address temporal and spatial gaps in service. However, transit serves a relatively small share of total trips made within, to, from, or through Alameda County, and single occupant vehicles are the dominant mode of travel. The cost of providing transit service is increasing, while service levels and ridership are remaining flat. Deteriorating traffic congestion on roadways could increase bus delays and deteriorate on-time performance.

Gaps are areas deficient in transit service, and occur in the form of either spatial, temporal, or service-level gaps. For example, trips to and from Contra Costa County and Santa Clara County are served by only a few transit routes. Ongoing efforts like the AC Transit Major Corridors Study and the Service Expansion Plan seek to close the Contra Costa County gap, and the BART Silicon Valley extension proposes to extend the BART service to San Jose and Santa Clara.

An example of a temporal, service-level transit gap exists in the Alameda County-San Francisco market, where existing supply of transit does not meet demand during commute hours resulting in crowding on trains and buses. The MTC Core Capacity Transit Study focuses on investments to transport more commuters on BART, AC Transit, and WETA from the East Bay (including Alameda County), and it explores potential new connections across the Bay.

Transit service coverage and apparent gaps in service can be measured by two primary metrics:

- Network coverage and connectivity, including connections between trip origins and destinations, transit agencies, and first- and last-mile connections at key transit hubs
- Operational characteristics, such as hours of service operation or frequency of service.

4.2. Network Coverage

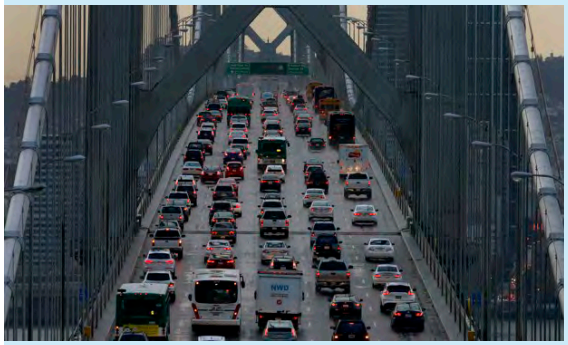
The highest density of transit service coverage in Alameda County is in the inner East Bay corridor between Albany and Oakland. Several transit agencies (AC Transit, BART, WETA, and Capitol Corridor) provide service along this corridor within Alameda County and to San Francisco and Contra Costa counties. Density of service coverage corresponds to the high density of population and employment land use patterns in the older inner East Bay cities.

Transit coverage diminishes in the lower density areas of Central, South, and East County. Because these areas have lower ridership, fewer trunk services are provided. With less ridership and longer distance between activity centers, service is more costly to provide.

Transbay Service Demand is Exceeding Service Supply

Travel between Alameda County and the neighboring counties of Marin (via the Richmond-San Rafael Bridge), San Francisco (via the Bay Bridge), and San Mateo and Santa Clara (via Dumbarton Bridge) involves crossing San Francisco Bay. Of these Transbay markets, the San Francisco County market is the largest. Although the Transbay market between Alameda County and San Francisco is not the most significant

Figure 11: Congestion on the Bay Bridge



Source: City Lab

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regional destination for all trips to and from Alameda County (it ranks second to Contra Costa County), it is the most attractive in terms of ridership potential due to congestion on the San Francisco Oakland Bay Bridge (Figure 11) and Dumbarton Bridge, the concentration of employment sites in downtown San Francisco, and the cost and (lack of) availability of parking in San Francisco.

The transit gap between Alameda County and San Francisco is related to transit supply and reliability of service. The existing supply does not meet demand, particularly during commute hours, resulting in standing room-only conditions on BART trains and AC Transit buses.

Conditions are projected to worsen as ridership demand is projected to grow. It is estimated that by 2050, BART will carry over 800,000 daily passengers--1.5 times more than today.[11]

Service is Limited Between Alameda, Contra Costa, Santa Clara, and San Joaquin Counties

Trips to and from Contra Costa County and Santa Clara County make up the first and third largest shares, respectively, of all Alameda County-oriented regional trips. However, currently only a few transit lines provide intra-county service:

- Capitol Corridor, BART, AC Transit, and one Wheels route provide connections to Contra Costa County
- Capitol Corridor, AC Transit, and four VTA bus routes provide connections to Santa Clara County
- ACE provides access into San Joaquin County

Except for San Francisco, the counties adjacent to Alameda County generally have lower-density land uses with dispersed trip destinations that may not be able to support a robust fixed-route transit network with a high level of coverage. Some of these trips are currently being served by private employer shuttles to serve their employees.

Some of these regional gaps will be addressed by planned projects such as the BART extensions to Livermore/ACE and San Jose. However, depending on the distribution of major origins and destinations within each county, local service additions to these major planned transit projects may be needed to provide sufficient and competitive transit connectivity.

Despite Extensive Coverage, Intra-County Transit Gaps Exist

Temporal and service area gaps in transit service persist at the intra-county level as well. Some are related to the lower-density and more disperse nature of land use in parts of Alameda County. However, transit demand in the next several years may shift as population, employment, and residential and commercial development increase, redistribute, and concentrate in certain areas.

First- and Last-Mile Trips Remain a Challenge in Many Areas

Transit gaps related to local and community trips often involve first-and-last-mile connections. They are the "bookends" of all trips taken by transit - from point of origin, such as home, to a transit stop or station and from a transit stop or station to final destination, such as workplace.

In some case, first-mile/last-mile gaps are short and either walkable or bikeable. However, where distances are longer (or where walking or bicycling conditions are not favorable) other options would be preferred by travelers. In some instances, first mile/last-mile connections are provided by publicly-subsidized shuttles open to the public, privately-operated shuttles restricted to a targeted clientele such as employees of a major employer, or private transportation network companies (TNCs) such as Uber and Lyft. The result is uneven or unavailable first mile/last mile

[11] MTC, Regional Rail Plan, 2007

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service that renders use of the transit system inconvenient or makes using transit not an option, forcing reliance on private autos and exacerbating highway congestion.

Paratransit Services Correspond to Fixed Route Services

Federal guidelines require the provision of paratransit service for persons with disabilities who are unable to use fixed route service. Service must be provided within ¾ mile on either side of a fixed transit line during all hours the fixed route service is provided. Although this technically results in no "official" paratransit service gaps, the same gaps in first-mile/last-mile connections on the fixed route system can carry over to paratransit coverage. Service needs are sometimes filled by programs provided by local agencies, but not guaranteed as they would be under ADA-related requirements for public transit services.

4.3. Connectivity

While there is significant transit service in Alameda County, it can be difficult to travel throughout Alameda County on transit relatively quickly and conveniently for many trips. In the county and throughout the Bay Area, the lack of full integration between transit agencies is reflected in poor connectivity in some areas, multiple fare structures and ticketing, and poorly integrated transit information.

This lack of seamless transitions between agencies discourages transit use for those who have alternative choices and makes transit travel less convenient and more costly for those who need to use transit. Recent efforts, such as MTC's TSP, recognize that a consistent fare structure across multiple transit systems can boost transit ridership and improve the customer experience.

Non-coordinated Connections Impact Travel Time

Transferring between services can be time-consuming. For AC Transit and LAVTA, which have relatively large service areas the ease of transfers depends upon frequencies of service. For low-frequency areas transfers can also add travel time. First- and last-mile connections are also challenging in locations that with dispersed employment locations and lack a concentration of residential activity.

While BART stations and other activity centers serve as transit hubs throughout the county, schedules are not always timed to maximize customer transfers between agencies.

Lack of an Integrated Fare System Compounds Connectivity Challenges

Although some reciprocal fare agreements exist, transit users may have to pay an additional fare each time they transfer between agencies. AC Transit and Union City Transit have a BART-to-bus transfer program that offer discounts on bus fares to riders transferring from BART. LAVTA Wheels offers free transfers to riders transferring from other Wheels or County Connection routes, or from ACE trains, and discounted fares for riders transferring

Figure 12: Transit vehicle equipped with bicycle



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from BART trains, and both WETA and Capitol Corridor offer transfers to local bus operators. However, BART and ACE do not offer such discounts to riders transferring from bus services. In addition, the regional Clipper Card has not yet become fully integrated into all Alameda County transit operations. Union City Transit currently does not have Clipper and the transfers noted above are not counted for patrons using the Clipper Card.

Parking Demand Exceeds Supply

Many users access transit by driving to a park and ride facility located at a stop or station. For BART, many of these parking facilities are at capacity during a typical weekday. The parking capacity, in addition to the line capacity, limits BART use in some locations due to lack of adequate pedestrian and bicycle access to the station (Figure 13).

Figure 13: High Demand for Park-and-Ride Facilities



Public Understanding of How the Regional System Works is Limited

Most users access scheduling and mapping tools provided by 511 and private mapping companies. However, the lack of a posted, uniform transit map of the systems that operate in Alameda County means that users who do not have access to such services must use different maps from each agency. This limits their ability to understand service connectivity, and restricts their ability to effectively use available service.

4.4. Operations

While some areas of Alameda County may have good route coverage, service frequency may be low, the span of service limited, and travel times very slow. As a result, the potential of the transit market is constrained.

Infrequent Service Discourages Transit Use

For example, if a route operates 30 to 60 minute headways, or if service is provided only during peak hours or does not continue into the evening and late night hours, the flexibility for using transit service as a viable alternative to the auto diminishes significantly.

During commute hours, the speed of transit travel may be constrained by congestion occurring on surface streets, making a transit trip with multiple stops much longer than a comparable trip by auto.

AC Transit provides major trunk line services with headways of 15-minutes or less. Major travel corridors, such as Broadway in downtown Oakland, also function as major transit corridors, with frequent headways and features that make transit use a viable option. However, other strong transit markets in Alameda County are underperforming due to limited transit coverage or lack of frequent and reliable transit service. Examples of the underperforming corridors include Grand Lake to downtown Oakland and Stoneridge Mall-Dublin Boulevard - downtown Livermore.

Transit Speed and Reliability Could Worsen if No Actions Are Taken

A current lack of priority treatments for buses—such as transit lanes, signal priority queue jumps and bus bulbs— results in bus travel being negatively impacted by auto congestion and accidents, which can cause delay and frustration for riders. Delay and slow operating speeds also mean additional vehicles and drivers are needed to maintain current service frequencies. As a

result, resources available to expand service and realize potential ridership gains are reduced. These problems will become more acute as traffic congestion on roadways and auto travel times are projected to worsen as density increases in many areas of the county. Increasing roadway congestion could further increase bus delay and worsen on-time performance. In order to address this trend it is critical to develop ways to reduce the impacts of auto traffic congestion and the unpredictability of road incidents on transit service.

At the same time, much of the county's core infrastructure, especially BART, is approaching the end of its useful life. Major capital investments are required to keep BART infrastructure in good working order. Without major investments, system failures could become more frequent and lead to significant decrease in reliability and service quality.

Systemwide Operating Costs are Increasing Faster Than Ridership and Revenues

The trend of real operating costs rising at a faster rate than inflation, ridership, and farebox revenues threatens the financial sustainability of the County's transit agencies. MTC's TSP is focused on addressing this trend.

4.5. Land Use

Some individual transit markets in Alameda County exhibit characteristics that make it more competitive for transit, and make it more likely that transit is the preferred mode for travelers.

Common attributes of the most competitive transit markets include:

- Medium to high density land uses
- A concentrated mix of uses and activities
- Limits on free parking
- Congested roadways that slow auto travel

Conversely, some travel markets have disadvantages that make transit less competitive. Disadvantages include:

- Low density land uses (which make it more challenging to concentrate people in a single area to use transit)
- Free and plentiful parking
- An unpleasant pedestrian environment[12]

Land Use and Transportation Decision-Making are Not Yet Fully Integrated

Although state and regional mandates have greatly improved coordination between transportation and land use decision-making, existing conditions in many areas are still not conducive to transit operations and customer access. Priorities and values vary by community and area, and the ease of access to and from transit stations and stops for pedestrians, bicyclists and persons with disabilities varies as well. The lack of clear-cut and standardized guidleines may also restrict the ablity of communities and developers to design new developments or retrofit existing development and street patterns to allow for better transit access and operations.

Physical Connections Between Transit Services Can Restrict Regional Use of the System

Due in part to the development of transit hubs and facilities prior to awareness of the need to improve physical connections between modes and services, the ability of passengers to transfer between systems can be hampered by poor and inconvenient pedestrian and/or bicycle connections.

[12] Metropolitan Transportation Commission, Transit Sustainability Project. *TCI Draft Primer.* http://www.mtc.ca.gov/planning/tsp/TCI-DRAFT-PRIMER.pdf.

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4.6. Ridership Response

Market Analysis Identifies Opportunities to Capture More Ridership

While high ridership levels can be found on some routes, in general, the transit systems in Alameda County have more empty seats than what market analyses suggest. Despite the extent of overall transit service, transit currently only captures 14 percent of the commute trips in Alameda County.

Bus Ridership Has Remained Flat

Despite positive market conditions for transit in Alameda County, bus ridership declined between 2006 and 2012; it remained relatively flat until 2014, the most recent year for which data was collected.

In corridors where transit ridership has grown significantly, such as the East Bay-San Francisco Transbay corridor, transit markets are strong and transit service is frequent, reliable, and highly competitive with vehicle travel times and costs.

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5

Opportunities

5.1. OPPORTUNITIES

One critical outcome of the Countywide Transit Plan is the recommendation for a Vision Network designed to help Alameda County realize its vision to "create an efficient and effective transit network that enhances the economy and the environment and improves quality of life."[13]

The Vision Network focuses on how Alameda CTC can help to improve the transit system and service for the future by focusing investments in those areas that have the greatest benefit to existing riders and potential to attract new riders. The main opportunities to improve transit performance and increase transit ridership are summarized here.

Improve **speed** and **reliability**

Poor on-time performance and variable transit travel times currently experienced on many bus routes is primarily linked to roadway congestion. Bus speed and reliability can be addressed by implementing transit-related improvements on roadway (e.g. queue jumps, bus bulbs, transit lanes, adaptive signal priority). These types of improvements will need to be coordinated closely with transit agencies, local jurisdictions, and Caltrans.

Enhance **transit integration**

Successful transit systems require both physical and institutional integration to enable the customer to experience a seamless trip even if it involves multiple carriers and different modes.

Improve **frequency and service span,** and **reduce gaps** in service coverage

Although transit service coverage is generally high in Alameda County, gaps in hours of operation, frequency of service, and in route capacity can inhibit ridership in areas underserved by transit. Capacity constraints on current transit systems are a particularly acute problem in the Transbay corridor to San Francisco. Improving frequency and service span, and reducing service gaps can attract more riders.

Leverage **robust transit markets**

In addition to focusing on opportunities for improvement to transit options and existing service, the network development process also reviewed travel patterns between major origins and destinations to identify key transit markets for investment.

5.2. VISION NETWORK RECOMMENDATIONS

The Vision Network recommendations are the result of a thorough consideration of existing conditions, current plans and studies, and market and transit operational analyses. They are also designed to support Alameda CTC's vision and goals. Fourteen projects were developed in response to the evaluation of current transit service and current and forecasted transit market conditions. The evaluation was also informed by other on-going planning studies.

The recommendations are not intended to focus on identifying new routes; rather, based on market analyses, the recommendations identify a network of transit corridors that have the potential to capture the greatest market share of transit riders throughout the county. This information helps to inform where transit funding investments can be made to best capture increased market share.

Further, capital improvements are identified to facilitate improved frequency and reliability of services (see Table 2). The recommendations focus on the network of corridors; a critical next

[13] Appendix C - *Vision and Goals*

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step for moving forward will be to identify specific improvements for each corridor that are linked to the improvements identified in Alameda CTC's Multimodal Arterial Plan and to the projects identified in the 2014 Transportation Expenditure Plan. Agency partnerships and public and business outreach will be essential to move the Vision Network recommendations forward. Additional information about the Vision Network recommendations and their development can be found in Appendix D.

Service Tiers

A tiered structure forms the framework for the Vision Network recommendations. Five tiers were identified, as shown in Figure 14. The tiered structure is an organizational tool to frame the discussion of the existing array of transit services, the methodology used to identify future needs, and the recommendations themselves. The structure does *not* imply a hierarchy of importance among the transit services or tiers.

Four of the tiers are transit-focused; the fifth involves the underlying street network. All five serve important functions in the delivery of transit services.

The Inter-Regional tier and its travel markets extend beyond Alameda County; improvements to inter-regional services are planned within the context of the statewide rail system and Northern California region. Capitol Corridor and ACE are in the process of developing future service improvements and expansion in concert with the communities that they serve and their adopted visions. Consequently, no new specific recommendations for Inter-Regional service are provided. The Countywide Transit Plan will ultimately incorporate the outcomes of those ongoing planning efforts.

The recommendations in the Regional Express and Urban Rapid service tiers provide a guidepost to where the market is demanding increased capacity. The recommendations and strategies provide a framework for how agencies can create a fast, frequent, and reliable network throughout the county. These recommendations are also in alignment with and supportive of the on-going planning and project delivery work of

Figure 14: Transit Tiers



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MARKET ANALYSIS

The market analysis identified that the greatest potential to affect transformative changes to transit to support Alameda CTC's adopted vision and goals lies in the Regional Express and Urban Rapid tiers. The Transit plan recommendations therefore focus on the core markets in these two tiers, and highlight corridors served by BART, WETA, AC Transit, and LAVTA.

This analysis provides a framework to focus investments through 2040 on the corridors within the Regional Express and Urban Rapid tier markets with the greatest potential to capture more transit riders by building a fast, frequent, and reliable transit network.

transit agencies in Alameda County as described in Chapter 3.

The Local Frequent and Community Connector tier focuses on services that link to the Regional Express and Urban Rapid tiers and do not require the same level of capital investment to improve transit service. Rather than make specific recommendations for the numerous Local Frequent and Community Connector tier routes, Chapter 6 discusses the role the tiers play in creating a cohesive transit network.

REGIONAL EXPRESS TIER

Distinguishing features of the Regional Express Tier include:

- Transit serves multiple counties and longer distance trips (e.g. Alameda to downtown San Francisco).
- There is substantial point to point travel between major nodes and services provide access to major employment centers (e.g. Downtown Oakland, Berkeley, and San Francisco).
- Transit stations act as hubs for intermodal connections and can serve as a catalyst for Transit Oriented Development (TOD).
- Constitutes a large portion of county's transit trips.

Although services in the Regional Express Tier extend beyond Alameda County, they form the backbone of Alameda County's transit system and carry a significant portion of the county's transit riders.

Based on the market analysis, in the context of on-going regional planning efforts, seven major improvements are recommended in the Regional Express Tier, as shown in Figure 15. The market analysis identified regional travel from the Berkeley and Oakland areas to San Francisco as this tier's strongest transit market. Other strong transit markets include San Leandro, Hayward, and Fremont. A strong regional market was also identified between Fremont and Palo Alto. There is also an established market for BART services in East Alameda County; it is assumed that this market will continue to be served by BART which has planned improvements in that area, including connections to ACE, currently under environmental review.

R1 – BART Extension to Livermore/ACE

The project proposes to extend the BART rail line from the existing Dublin/Pleasanton Station to a new station near the Isabel Avenue interchange and then to a connection with ACE. The City of Livermore is developing a land use and circulation plan for the area surrounding the proposed BART station. Both projects are currently undergoing development and/or environmental review and are included in this plan by reference. Outcomes of these reviews will be addressed in updates to this plan.

R2 – Brooklyn Basin – San Francisco Ferry Terminal

This recommendation would improve service between San Francisco and Brooklyn Basin, a location anticipated to experience significant growth by 2040. Service could be provided

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through an extension of water transit services to Brooklyn Basin. This would likely require new vessels as well as a new ferry terminal and support facilities in Brooklyn Basin. Service could also be provided through improved bus transit services to the existing ferry terminal at Jack London Square from Brooklyn Basin.

R3 – Alameda – San Francisco Ferry Terminal

This recommendation would add a new ferry terminal at the Seaplane Lagoon as envisioned in the redevelopment plans for Alameda Point. It would facilitate direct access to San Francisco from the Alameda Point development.

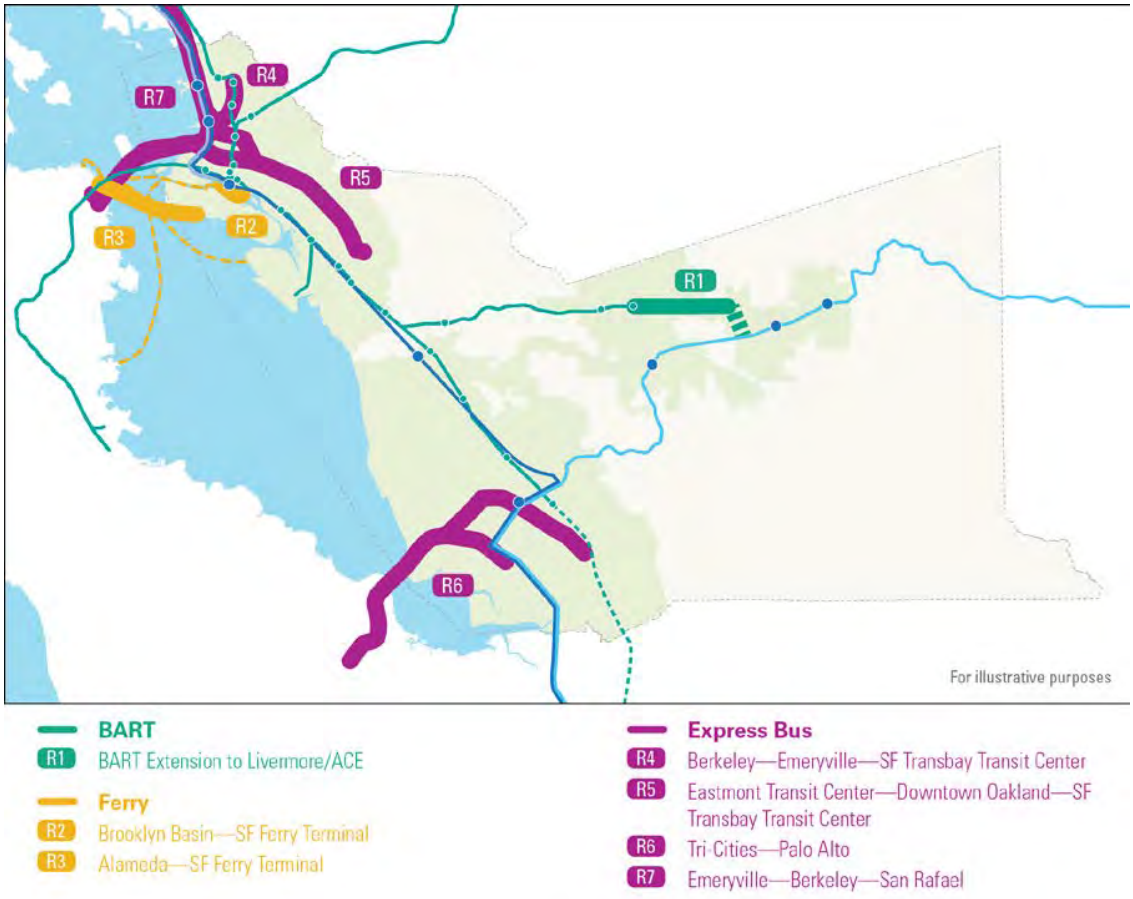
R4 – Berkeley – Emeryville – San Francisco Transbay Transit Center

This recommendation would upgrade both local and Transbay services that operate between Berkeley and San Francisco through Emeryville through a combination of transit priority features including bus bulbs, queue jumps, and limited segments of transit lanes.

R5 – Eastmont Transit Center – Downtown Oakland – San Francisco Transbay Transit Center

This recommendation would introduce transit priority features to an existing Transbay and local bus service corridor from East Oakland through

Figure 15: Regional Express Tier



Note: All recommendations presented in this plan are intended to be a conceptual framework, and all routing and stop alignments will require further technical evaluation and public input.

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Downtown Oakland to San Francisco to improve reliability and on-time performance. Priority features would enhance transit service to the activity nodes around 73rd Street, the Laurel District in East Oakland, and downtown Oakland. Improvements would also include transit priority features on Grand Avenue to create a "transit spine" to facilitate operations for local and transbay buses as well as future express buses coming from Contra Costa and Solano Counties. Potential improvements could include transit lanes, and adaptive traffic signal control.

R6 – Tri Cities – Palo Alto

This recommendation would address the rapidly increasing demand for high quality transit services across the Dumbarton Bridge due to significant job growth on the peninsula and housing growth in Alameda County. The market analysis indicated that Central Fremont and Union City would be major activity nodes and could support a significant level of transit service across the bridge. Capital improvements could include a combination of transit lanes, adaptive traffic signal control, and expanded park-and-ride facilities.

R7 – Emeryville - Berkeley – San Rafael

This recommendation would provide service between San Rafael and Emeryville through Berkeley and Albany. It is based on a recently-launched Golden Gate Transit pilot service between San Rafael and Emeryville designed to serve large employment centers in Marin County.

URBAN RAPID TIER

Of all the tiers in the Alameda County transit network, this tier has the highest potential to capture more transit riders given the land uses and urban form along these corridors. Distinguishing features of the Urban Rapid Tier include:

- Travel options between major nodes from productive major transit origins to concentrated destinations are provided. Access is also provided to major employment centers, universities, and other major trip generators.
- A broad spectrum of roadway and stop improvements (Table 2) can be supported.
- Serves trips primarily within Alameda County, but could combine or overlap with Transbay service or other intra-county service.

Routes could be separately branded and feature additional amenities at stops including high quality shelters, lighting, and next bus arrival displays.

The Urban Rapid Tier includes transit only lanes and Rapid Bus services as well as Enhanced Bus improvements, which represent a lower level of capital investment.

Transit service envisioned for the Urban Rapid Tier has the potential to:

- Effectively **improve the frequency and reliability** of bus service when properly implemented.
- **Address gaps** needed to better serve strong transit markets.
- **Increase ridership** with an appropriate level of service.
- Be **adaptable** to unique characteristics of each corridor, including key destinations, intermodal hubs, and roadway network.
- **Be cost effective** when compared to other more capital-intensive modes, such as light rail.

Seven potential corridors have been identified for Urban Rapid improvements (Figure 16).

U1 – Emeryville – Bay Fair BART Station

This recommendation extends the planned East Bay BRT capital improvements and service enhancements (currently planned for San Leandro to downtown Oakland) north to Emeryville to serve the travel markets from Emeryville to Downtown Oakland and to Downtown San Leandro. This would improve schedule reliability and on-time performance in the corridor. This includes capital improvements

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such as transit lanes, transit signal priority, adaptive traffic signal control, improved stations, and off-board fare collection.

U2 - Richmond – Jack London Square

This recommendation would serve a high transit demand market between West Contra Costa County, Berkeley, South Berkeley, central Oakland, and downtown Oakland to improve reliability and on-time performance. AC Transit bus service currently extends into Contra Costa County, and capital improvements and other features would be coordinated with local and regional jurisdictions in that county. Improvements on this corridor would feature a combination of improvements including transit lanes or transit lane segments, transit signal priority, adaptive traffic signal control, improved stops or stations, and off-board fare collection.

U3- Berkeley – Alameda

The recommendation would upgrade transit service on Telegraph Avenue, linking downtown, central and south Berkeley with north and downtown Oakland and the City of Alameda. The corridor could also provide a connection to the planned Alameda Point BRT project. Potential improvements include transit lanes or transit lane segments, transit signal priority and adaptive traffic signal control, improved stations, and off-board fare collection.

Figure 16: Urban Rapid Tier



Note: All recommendations presented in this plan are intended to be a conceptual framework, and all routing and stop alignments will require further technical evaluation and public input.

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U4 – Berkeley – Fruitvale

This recommendation would provide connections from Berkeley to Rockridge, downtown Oakland, Alameda, and Fruitvale Avenue, with the potential to connect to the planned BRT line to Alameda Point. Potential improvements include bus bulbs, queue jumps, stop/station enhancements, off-board fare collection, segments of transit lanes, transit signal priority, and adaptive traffic signal control.

U5 – Bay Fair BART - Union City BART

This recommendation is based on AC Transit's Major Corridors Study for capital investments in the corridor connecting Bay Fair BART in San Leandro to Union City BART station via Hesperian Boulevard. Improvements include bus bulbs, queue jumps, stop/station enhancements, off-board fare collection, transit signal priority, and adaptive traffic signal control.

U6 – Bay Fair BART – Warm Springs BART

This recommendation is based on AC Transit's Major Corridors Study in the corridor linking the Bay Fair and Fremont BART stations via 14th Street and Mission Boulevard, with service to Warm Springs as development in that area fills in. The line would serve intensifying land uses around the BART stations along Mission Boulevard. Potential improvements could include bus bulbs, queue jumps, off-board fare collection, segments of transit lanes, transit signal priority, and adaptive traffic signal control.

U7 – West Dublin/Pleasanton BART – Livermore/ACE

This recommendation would realign service to serve more of the development along the I-580 corridor, Dublin Boulevard, and Independence Drive, contingent upon the extension of Dublin Boulevard to North Canyons Parkway. Potential improvements could include a combination of transit lanes and transit lane segments and selected transit priority treatments such as transit signal priority and adaptive traffic signal control.

Recommended Improvements

Key characteristics of proposed improvements for both Regional Express and Urban Rapid Tier recommendations include frequent all-day

Table 2: Potential Roadway and Stop Improvements

Treatment	How Treatment Improves Transit
Transit Signal Priority	Applications include bus detection technologies that distinguish buses from general traffic
Adaptive Traffic Signal Control	This improvement improves traffic flow. Travel time improvements are a function of existing signal delay but can be substantial at congested intersections
Transit Lanes	Can be implemented during peak periods or all-day; can be combined with peak period parking restrictions to avoid taking a lane of travel
Bus Turn Provisions	Safety concerns may require changes to signalization for bus-only movement
Queue Jump	Advance green at the intersection facilitates exit from queue jump lane
Bus Bulbs	These curb and sidewalk extensions can improves pedestrian safety while there are potential impacts to general traffic
Transit Stop/Station Enhancements	Improves comfort and safety for transit riders; potential impacts to general traffic
Off-board Fare Collection	Reduces boarding time. Requires additional infrastructure at stations and random fare inspection

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service, transit signal priority (TSP), and roadside preferential treatments including bulbs, bus queue jumps and transit lanes (Table 2). It is important to note that all of the Vision Network recommendations presented here are conceptual. In other words, specific routing alignments and termini have not been determined, and subsequent studies and environmental analyses will be required to determine potential alignments, specific routing, and specific capital and operating improvements. See Appendix D for other transit priority recommendations.

5.3. Performance Evaluation

Performance measures were developed to assess how the Vision Network recommendations individually and collectively support implementation of the adopted transit vision and goals. Performance measures apply to two types of evaluations:

- **Project:** considers the costs and benefits of both capital and operating activities associated with each recommended project.
- **Network:** quantifies the anticipated benefits cumulatively resulting from the recommendations with respect to each goal.

The transit goals and their associated quantitative performance measures are shown in Table 3. The recommended projects were also evaluated using a set of qualitative performance measures to capture benefits not readily modeled or forecasted.

The qualitative measures are:

- Support of TOD strategies
- Intermodal connectivity
- Customer experience
- Compatibility with Arterials Plan recommendations

Project Evaluation

Results were prepared for each of the projects in the Vision Network. Ratings are intended to facilitate the comparison between the projects to help understand relative costs, ridership, and travel time savings. These evaluations can provide useful information when considering future planning and funding opportunities in the county. Results are presented in Figure 20 (more information on the evaluation process can be found in Appendix F). Some of the general findings from the evaluation include:

- **All of the corridors included in the Vision Network support increased daily ridership:** They also improve customer experience and are compatible with the recommendations of the Arterials Plan.
- **The net new riders measure varies:** All corridors show increases; however, they range from a low of 230 daily new riders for R7 (Emeryville-Berkeley-San Rafael) to a high of 21,900 daily new riders for U3 (Berkeley-Alameda). The three projects with the lowest estimated net new riders (R6, R7, and U7) also have the highest costs per net new rider at $28, $44, and $71 respectively.
- **Total daily ridership increases:** All corridors increase transit ridership; however at different rates. New riders and total ridership are generally correlated, however it should be noted that the ability to generate net new riders does not always correspond to total daily ridership. For example, U3 (Berkeley-Alameda) generates 21,900 net new daily riders and a total of 35,600 daily passenger trips. U4 (Berkeley-Fruitvale BART) generates far fewer new riders (8,900 net new riders) but has higher overall ridership of 38,300 daily passenger trips.
- **Travel time improves**: With the exception of R7, all projects provide significant efficiency improvements through travel time reductions ranging from 10% to 48%. These travel time savings represent significant benefits to both existing and new riders that should be

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Table 3: Quantitative Performance Measure in Relation with Goals

Goals	Performance Measures		
	Network-Level	Project-Level Capital	Project-Level Operating
Increase transit mode share	Per capita daily transit ridership		Net new riders
	Percentage of intra-county passenger trips on transit		
Increase effectiveness (including inter-regional travel)	Passenger trips per revenue vehicle mile		Passenger trips per revenue vehicle mile
	Miles of bus lanes	Miles of bus lanes	
	Daily passenger trips (unlinked)		Daily passenger trips (unlinked)
		Reduction in transit travel time (peak/off-peak)	
		Number of transit hubs served, including inter-regional hubs	
Increase cost efficiency		Capital cost per net new rider	
			Operating cost per passenger trip
Improve access	Number of households/jobs within one-half mile of transit stops		
	Number of Communities of Concern affected		
Reduce emissions	Greenhouse gas emissions		
State of good repair		Asset lifecycle is considered in annualized capital cost estimates	

Note: Cells shaded in grey indicate where the performance measures were not applied.
Source: Parsons Brinckerhoff, 2015

considered when evaluating projects. Generally, projects with more segments of transit lanes tend to provide greater reductions in travel time. However, even projects without transit lanes (U4 and U5, for example) still have the potential to generate significant travel time savings (17% and 22%, respectively) through the implementation of other transit operational improvements.

- **Operating costs are generally below $10 per passenger trip:** High projected ridership results in high productivity (e.g. cost/trip) on all corridors except R7 (Emeryville-Berkeley-San Rafael), which is estimated at $25/passenger trip primarily due to being on the lower end of estimated ridership as compared to the other network corridors.

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- **Capital costs vary widely:** They range from a low of $66 million for the ferry projects to a high of $392 million for U6 Bay Fair BART – Warm Springs BART, a 16-mile-long transit lane.
- **Capital cost per net new** rider varies: Costs range from a low of $1 for U1 (Emeryville-Bay Fair BART) to a high of $71 for U7 (West Dublin/Pleasanton BART-Livermore).

Vision Network Evaluation

The evaluation of the proposed plan at the network level provides insight into the combined effect of implementing all the proposed projects on the entire transit network in Alameda County. It also provides insight into the underlying growth in transit demand expected to occur over the next 25 years as well as the estimated effect of the Vision Network over and above current plans and expected growth.

Table 4 provides a comparison of the Existing Conditions Network (2010) and the Vision Network (2040) alternatives.

Table 4: Network Alternatives

Existing Conditions, 2010	Land use and transportation conditions as they were in 2010 per the updated Countywide Travel Demand Model
Vision, 2040	Set of all improvements identified in the Countywide Transit Plan

The comparison of the key metrics for Existing Conditions (2010) and Baseline Conditions (2040) shows a strong increase in transit use with a 90% increase in daily passenger trips driven by increases in population, employment, and congestion (see Figure 17).

The Vision Network responds to this increased demand for transit by providing key improvements to routes serving some of the most promising markets. The result is a network that provides travel time savings and service quality

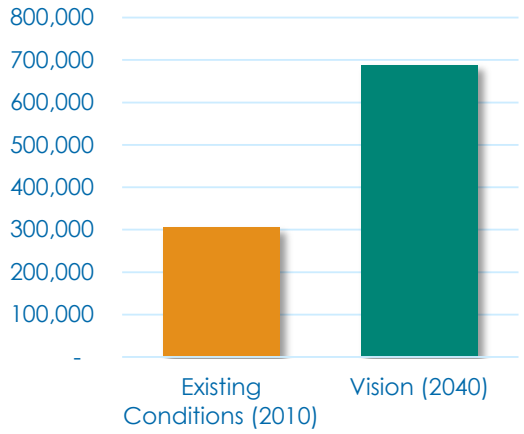
Figure 18: Key Benefits of the Vision Network



improvements to almost 700,000 riders and also generates an additional 100,000 daily passenger trips when compared to the 2040 Baseline Network.

Another change in the key metrics is the drop in GHG emissions from 2010 to the 2040 Vision Network. This drop is the result of multiple factors. State and federal regulations and standards aimed at lowering GHG emission rates by promoting use of cleaner vehicle and fuel technologies require significant reductions of GHGs from motor vehicles and mandate the incorporation of a greater number of zero-emission vehicles. In addition, the California Air

Figure 17: Daily Passenger Trip



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Resource Board is developing proposals to achieve full zero emission transit fleet by 2040. These and other regulations will not only offset the increase of GHG due to growth between 2010 and 2040, but help significantly reduce the GHG emissions in Alameda County.

The Vision Network would offer fast, frequent, and reliable transit alternatives to driving. Moving the recommendations of this plan forward would also reduce future GHG emissions by reducing miles traveled in private vehicles.

A summary of the network evaluation is shown in Figure 19, and individual corridor evaluation is shown in Figure 20.

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Figure 19: Network Evaluation Results



		EXISTING CONDITIONS (2010)	VISION (2040)
	PER CAPITA DAILY TRANSIT RIDERSHIP	0.20	0.35
	PERCENTAGE OF INTRA-COUNTY TRIPS ON TRANSIT	4.8%	8.0%
	PASSENGER TRIPS PER REVENUE VEHICLE MILE	3.1	4.6
	DAILY PASSENGER TRIPS	305,000	688,000
	MILES OF NEW RIGHT-OF-WAY DEDICATED TO TRANSIT FOR VISION NETWORK	-	73.6* MILES
	NUMBER OF HH/JOBS WITHIN HALF-MILE OF TRANSIT STOPS	648,000 HH / 813,000 JOBS	855,000 HH / 1,140,000 JOBS
	NUMBER OF COMMUNITIES OF CONCERN AFFECTED**	150	161
	GHG EMISSIONS (IN METRIC TONS PER YEAR)	5,572,000	4,232,000

* Depending on implementation, overlap in routes could potentially reduce total miles of dedicated right-of-way
** Assumes the same locations in the future

NOTE: All recommendations presented in this memo are intended to be a conceptual framework, and all routing and stop alignments will require further technical evaluation and public input.

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Figure 20: Summary of Evaluation Results, All Projects

	R1 BART EXTENSION TO LIVERMORE/ACE	R2 BROOKLYN BASIN—SF FERRY TERMINAL	R3 ALAMEDA—SF FERRY TERMINAL	R4 BERKELEY—EMERYVILLE—SF TRANSBAY TRANSIT CENTER	R5 EASTMONT TRANSIT CENTER—DOWNTOWN OAKLAND—SF TRANSBAY TRANSIT CENTER	R6 TRI-CITIES—PALO ALTO	R7 EMERYVILLE—BERKELEY—SAN RAFAEL	U1 EMERYVILLE—BAY FAIR BART STATION	U2 RICHMOND—JACK LONDON SQUARE	U3 BERKELEY—ALAMEDA	U4 BERKELEY—FRUITVALE BART	U5 BAY FAIR BART—UNION CITY BART	U6 BAY FAIR BART—WARM SPRINGS BART	U7 W. DUBLIN/PLEASANTON BART—LIVERMORE/ACE
DAILY NET NEW RIDERS	NOT REPORTED. CURRENTLY UNDERGOING ENVIRONMENTAL REVIEW	1,900	2,100	2,200	9,800	1,400	230	18,700	16,100	21,900	8,900	2,600	14,300	900
PASSENGER TRIPS PER REVENUE VEHICLE MILE		30	47	3	17	1	1	13	12	22	13	7	6	4
DAILY PASSENGER TRIPS		1,800	6,000	6,400	34,300	4,600	460	44,400	43,600	35,600	38,300	9,300	20,700	4,000
CAPITAL COST ($ MILLION)		$65	$66	$151	$319	$337	$70	$89	$357	$170	$141	$89	$393	$372
ANNUALIZED* CAPITAL COST PER NET NEW RIDER		$8	$7	$11	$5	$28	$44	$1	$4	$1	$3	$6	$4	$71
OPERATING COST PER PASSENGER TRIP		$7	$2	$8	$1	$9	$25	$1	$1	$1	$1	$5	$3	$5
TOTAL COST PER PASSENGER TRIP**		$16	$5	$12	$3	$17	$47	$2	$3	$2	$2	$6	$6	$20
MILES OF RIGHT-OF-WAY DEDICATED TO TRANSIT (% OF TOTAL CORRIDOR LENGTH)		100%	100%	4 MILES (63% OF ROUTE NOT INCL. BAY BRIDGE)	8.4 MILES (61%)	13.1 MILES (47%)	2.5 MILES (13%)	2.8 MILES (60% OF ROUTE NOT CURRENTLY UNDER CONSTRUCTION)	10.6 MILES (66%)	4.9 MILES (70%)	0 MILES (0%)	0 MILES (0%)	16 MILES (100%)	11.3 MILES (86%)
REDUCTION IN TRANSIT TRAVEL TIME (PEAK/OFF-PEAK)		NO REDUCTION (NEW ROUTE)	NO REDUCTION (NEW ROUTE)	-18% / -7%	-32% / -21%	-10% PEAK	-1% PEAK	-14% / -5%	-47% / -25%	-38% / -28%	-17% / -18%	-22% / -28%	-48% / -34%	-13% PEAK
NUMBER OF TRANSIT HUBS SERVED, INCLUDING INTER-REGIONAL HUBS***		1 HUB	0 HUBS	3 HUBS	3 HUBS	0 HUBS	3 HUBS	5 HUBS	7 HUBS	3 HUBS	6 HUBS	2 HUBS	6 HUBS	2 HUBS
INTERMODAL CONNECTIVITY***		3 MODES	1 MODE	3 MODES	4 MODES	3 MODES	3 MODES	2 MODES	5 MODES	4 MODES	4 MODES	5 MODES	3 MODES	4 MODES
NUMBER OF HH/JOBS WITHIN HALF-MILE OF TRANSIT STOPS***		8,000 HH / 21,000 JOBS	200 HH / 400 JOBS	41,000 HH / 73,000 JOBS	105,000 HH / 163,000 JOBS	37,000 HH / 44,000 JOBS	51,000 HH / 70,000 JOBS	108,000 HH / 195,000 JOBS	110,000 HH / 218,000 JOBS	86,000 HH / 218,000 JOBS	112,000 HH / 245,000 JOBS	37,000 HH / 43,000 JOBS	84,000 HH / 83,000 JOBS	27,000 HH / 69,000 JOBS
SUPPORT TOD STRATEGY***		HIGH	HIGH	HIGH	HIGH	MEDIUM	HIGH	HIGH	LOW	MEDIUM	HIGH	HIGH	MEDIUM	LOW
NUMBER OF COMMUNITIES OF CONCERN AFFECTED***		7	0	11	49	5	15	60	45	24	27	12	19	0
NUMBER OF EXISTING OR PLANNED MAJOR ACTIVITY NODES SERVED		1	1	1	7	0	1	7	5	4	4	1	3	3
CUSTOMER EXPERIENCE		SUBSTANTIAL IMPROVEMENT	SUBSTANTIAL IMPROVEMENT	SUBSTANTIAL IMPROVEMENT	SUBSTANTIAL IMPROVEMENT	MODERATE IMPROVEMENT	MODERATE IMPROVEMENT	SUBSTANTIAL IMPROVEMENT	SUBSTANTIAL IMPROVEMENT	SUBSTANTIAL IMPROVEMENT	MODERATE IMPROVEMENT	MODERATE IMPROVEMENT	SUBSTANTIAL IMPROVEMENT	SUBSTANTIAL IMPROVEMENT
COMPATIBILITY WITH ARTERIALS PLAN RECOMMENDATIONS		COMPATIBLE	COMPATIBLE	COMPATIBLE	COMPATIBLE	COMPATIBLE	COMPATIBLE	COMPATIBLE	COMPATIBLE	COMPATIBLE	COMPATIBLE	COMPATIBLE	COMPATIBLE	COMPATIBLE

Note: All costs in 2015 dollars

* Annualized capital cost based on life cycle of asset
** Based on annual operating cost plus annualized capital cost per annual riders
*** Evaluation includes Alameda and Contra Costa counties only

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Policy Strategies

6.1. Guiding Framework

The Vision Network recommendations include short- and long-range solutions designed to improve the transit system and service by focusing investments in those areas that have the greatest benefit to existing riders and potential to attract new riders. The recommendations resulted from a thorough consideration of existing conditions, current plans and studies, a market and transit operational analysis, and an understanding of the Alameda CTC's transit vision and goals.

The strategies provided here are intended to provide a guiding framework for agencies to consider how to begin strategically implementing the recommended improvements that will be the most effective. These strategies are conceptual. Refinements and additional actions will be necessary to achieve a more physically and institutionally integrated transit system through policy modifications, service coordination, finance approaches, land use considerations, and more detailed additional study where needed.

The transit tier structure forms the framework for targeting policy strategies. The Vision Network recommendations within each service tier respond to physical and jurisdictional areas, and the five tiers of service must also function as an integrated system to deliver effective transit options to the community.

6.2. Strategies for Moving Transit Forward

Transit service functions best when planned and operated as a complete network. Coordinated routing and scheduling, for instance, takes into account rider demand and transfers between routes. Therefore, system integration strategies involve both physical connections between transit services and the street network and institutional coordination of services and information. Their intent is to break down barriers, enhance convenience, and maximize the effectiveness of the region's financial investment in transportation.

System integration starts at the planning level and ends with the actual user experience. It is multi-faceted and incremental. Strategy development, fare and fee structures, fare and fee payment, service availability and schedules, information and communications, land use coordination, and on-going efficiency programs are among the tools available to achieve an efficient and effective transit network that enhances the economy and the environment, and improves the quality of life in Alameda County. Table 5 summarizes all the strategies for moving transit forward.

All Tiers

Maintaining assets of operators within all tiers is essential to provide safe, reliable and cost effective service.

All Tiers Strategy 1: Maintain all assets in their optimal condition

Conduct State of Good Repair (SOGR) assessments: Conducting SOGR assessments will better position each agency, regardless of size and type of service provided, to maximize the return on investment by maintaining and, where possible, extending the useful life of fixed assets, such as transit centers, park and ride facilities, maintenance facilities, and vehicles.

Inter-Regional Tier

Inter-Regional Tier services pass through multiple counties and frequently share rights-of-way with freight rail services. Planning for improving and enhancing these services is primarily carried out by multi-county agencies such as regional joint power authorities/boards and/or the State of California.

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6 Policy Strategies

Inter-Regional Strategy: Separate **goods movement** and **passenger rail** service

To address growing demand for both freight and passenger service, Alameda CTC recently adopted a Countywide Goods Movement Rail Strategy that can be the platform to conduct more focused rail strategies, including:

Conduct a detailed study on passenger and freight rail needs: To realize the vision of enhanced passenger and freight rail services, a study should be conducted to identify and prioritize investments in intermodal and mainline capacity, system connectivity, passenger and freight separation, and localized infrastructure and operational upgrades. The study should address the opportunities available in the county to develop high capacity passenger and freight rail corridors to meet the growing population mobility needs and projected increased freight flows.

The Goods Movement Plan supports the more efficient utilization of Alameda County's rail network to provide additional capacity for the future.

Regional Express Tier

Because this tier involves other counties and crosses San Francisco Bay, other county transportation authorities will be heavily involved. Implementation of the proposed Regional Express capacity improvements will serve to supplement, and in some cases directly connect with BART, ACE, and Capitol Corridor. These agencies should participate in the policy and technical committees for interagency coordination to focus on the short- and mid-range responses to the Transbay passenger capacity issue to suggest resource sharing and allocation to meet this pressing challenge.

Regional Express Strategy 1: Target resources to expand **Transbay** service **capacity**

Capacity limitations of BART, AC Transit, and WETA must be addressed to provide short-term mitigation and long-term solutions.

Prioritize funding for supplemental Transbay bus and ferry service: A unified and coordinated approach to obtain capital and operating funds should be developed to provide additional ferry and bus service to increase capacity in the Transbay corridor. Performance measures need to be developed that recognize this service as different from other services, the high level of utilization as well as the high operating costs due to the distance and time required to cross the bay, peak direction ridership patterns, and fares. In addition, existing facilities and labor issues need to be addressed as part of this strategy.

Conduct additional analysis to determine the extent of need and fleet requirements: A detailed study would identify precise bus and ferry fleet needs based on ridership estimates, operational considerations, and service standards for passenger capacity.

Regional Express Strategy 2: Enhance **interagency coordination**

The institutional environment in which public transit must operate in the Bay Area is complex and multifaceted, especially so in Alameda County. Therefore, creating seamless connections and programs between transit systems and modes will require better coordination among agencies. Improved coordination will allow implementation of integration strategies involving dissemination of transit information, fares, and fare payment systems. (Strategies may change as specific recommendations move forward.)

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Table 5: Summary of Tier-Based Policy Strategies

Tier	Strategies	
All Tiers	Maintain assets, including transit facilities and vehicles,, to maximize useful life and enhance safety	- Conduct State of Good Repair (SOGR) assessments at each agency
Inter-Regional	Separate goods movement and passenger rail service	- Conduct a detailed study on passenger and freight rail needs
Regional Express	Target resources to expand Transbay service capacity	- Prioritize funding for supplemental Transbay bus and ferry service; address implications to facilities and labor; evaluate differently from local services - Conduct additional analysis to determine the extent of need and fleet requirements
	Enhance interagency coordination	- Explore potential Intergovernmental Agreements - Create/expand committee for interagency coordination - Encourage funding integration
	Refine corridor plans through clearly defined improvements	- Coordinate corridor plans with parallel planning initiatives including the Goods Movement Plan and Arterial Plan
	Establish an integrated fare structure and policy allowing riders to transfer between systems and routes	- Upgrade regional passes (Clipper card) - Eliminate transfer penalties - Implement mobile ticketing
	Develop a regional coordinated schedule across all operators to improve service connections and address possible overlaps in service	- Synchronize service spans (hours of operation/frequency) - Synchronize schedules to minimize wait time between buses - Share seasonal and special condition service change information - Create a joint information platform to merge real-time information
	Expand affordable fare strategies	- Expand the use of fare programs to employers and institutions - Consider results of MTC's means-based fare study
	Develop programs to reduce costs	- Improve coordination among transit agencies - Support full implementation of common set of service standards - Require audits, peer comparison and value engineering on all projects
Urban Rapid	Enhance interagency coordination to focus investments and	- Establish corridor working groups to coordinate planning and investments around specific transit corridors

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Tier	Strategies	
Urban Rapid *(continued from prior page)*	development along transit corridors and in Transit Oriented Communities	- Coordinate and link Transit Oriented Communities programs with active transportation and complete streets programs - Create Transit Oriented Development programs to encourage planning for higher density development at transit hubs and stations - Identify funding resources to facilitate the prioritization of transportation infrastructure programs
	Provide common Information tools and shared branding and marketing	- Create one-call, one-click information for all services - Create a countywide transit map and common graphic and information system
Local Frequent and Community Connector	Expand access for persons with disabilities in conjunction with fixed route service improvements (e.g. increase in service area coverage, hours of operation, transit hub and station upgrades)	- Improve access to transit hubs and stations - Enhance travel training programs - Coordinate inter-agency paratransit scheduling for regional trips
	Explore public-private partnerships to expand the reach of the transit network	- Explore pilot programs at outer portions of routes to assess demand, operational considerations and contractual issues
Streets Plus	Strengthen intermodal connections among buses, trains, and alternative modes through targeted roadway and non-motorized transportation improvements	- Establish on-street priority for transit operations, facilities, and pedestrian access - Provide priority for transit services by upgrading traffic signal systems - Establish transit priority zones in areas of heavy bus flows and transfer activity - Establish on-street priority and separation of transit from traffic to improve access to transit hubs, rail stations and park-and-ride facilities - Prioritize pedestrian improvements and bicycle access to transit - Enhance transfer hubs by minimizing walk lengths and impediments to pedestrian and bicycle access -
	Encourage Transit Oriented Community planning along transit corridors and transit-dense areas	- Encourage local jurisdictions and developers to place highest intensity uses in closest proximity to transit - Encourage a mix of uses to support walking and bicycling in "complete street" communities - Manage parking supply and demand

CINCINNATI STREETCAR PEER REVIEWS

The use of peer reviews and value engineering were among the pre-planned tools to maximize the effectiveness of financial resources of the design, engineering and construction of a new streetcar line in Cincinnati, Ohio. Two peer reviews were conducted: near the project outset, technical representatives of rail transit systems, including Cleveland, OH, met in Cincinnati to review planning documents and provide invaluable advice of infrastructure design and operations. Prior to the completion of the design phase, the city and regional transit authority invited the American Public Transportation Association to conduct a broad-based peer review of the estimated price of the streetcar project of the estimated price and bid price. The panel consisted of project managers of similar projects in Atlanta and Denver. The panel identified $10 million in scope and price reductions that allowed the project to proceed without the need for additional funding.



Explore potential Intergovernmental Agreements (IGAs): IGAs can address a range of coordination strategies, from mergers to agreements regarding operations or funding of capital improvements. Implementation of major transit corridor projects typically requires several IGAs to document the responsibilities for planning, design, construction, and ongoing operation and maintenance of the corridor project. Memoranda of Understanding may also be used.

Create a committee for interagency coordination: This committee can undertake institutional-related initiatives through formal agreements and partnerships that define roles and cost/staff sharing. A policy-level committee can be useful for coordinated decision-making and information sharing for activities such as capital projects, operational plans, and customer information across jurisdictional boundaries. The policy-level committee would be responsible for setting up permanent and ad hoc staff/technical level committees. This type of committee would need to consider partners outside of Alameda County, including other counties and state agencies, due to the inter-county and inter-regional nature of current and future transit services.

Encourage funding integration: Funding from multiple sources can be combined to fund a project and can lead to "buy-in" from each of the funding agencies. Funding for projects can also be stretched by coordinating planned improvements, including for marketing and branding services

Regional Express Strategy 3: Refine **corridor plans** through clearly defined improvements

Corridor-specific studies should be conducted in partnership with local jurisdictions and transit agencies to define specific investment strategies, and coordinate with parallel planning initiatives.

Coordinate corridor planning efforts with parallel planning initiatives including Alameda CTC's Goods Movement Plan and Arterial Plan: All investment-related studies that involve major corridors should take into full account, coordinate with, and collaborate with parallel efforts. This will maximize the effectiveness of the studies, their outcomes, future corridor utilization, and funding and ensure that appropriate jurisdictional and transit needs are fully taken into consideration.

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Regional Express Strategy 4: Establish an **integrated fare structure** and policy allowing riders to transfer between systems and routes

Specific strategies to establish an integrated fare structure include:

Upgrade regional passes: Taking the Clipper card to the next generation of customer conveniences will require an initial agreement on cost and revenue sharing based on estimated usage by jurisdiction. This effort is currently being undertaken by MTC.

Eliminate transfer penalties: Passengers should be able to complete a trip requiring multiple legs without having to pay an additional full fare.

Implement mobile ticketing: Mobile ticketing (passes available on mobile and smart phones) can enhance passenger convenience and reduced boarding time, thereby helping to improve operating speeds an on-time performance.

Regional Express Strategy 5: Develop a regional **coordinated schedule across** all operators to improve service connections and address possible overlaps in service

It is realistic to achieve better schedule coordination to minimize transfer walks and wait times so that journeys can be completed as quickly and seamlessly as possible. This can be accomplished by service and facility coordination among interfacing agencies:

Synchronize service spans: Hours of operations among interfacing routes operated by different agencies in major corridors should be matched as closely as possible to maximize utility of the entire regional system.

Synchronize schedules to minimize wait time: Service frequencies, or headways among interfacing routes operated by different agencies should be coordinated to facilitate seamless regional travel.

Share seasonal and special condition service change information: Coordinated procedures should be established among agencies to coordinate regularly scheduled seasonal service adjustments and changes to maintain convenient and reliable connections between routes and services for passengers.

Create a joint information platform to merge real-time information: Next bus information of all connecting agencies should be accessible via regional and agency websites and apps to allow passengers to track real-time location and arrival estimates for connecting services.

Regional Express Strategy 6: Expand **Affordable Fare** Strategies

Affordable fare strategies should be implemented to expand access to transit for low-income passengers. Strategies include:

Expand the student fare program and existing employer programs: A permanent funding strategy for the continuation and expansion of the Affordable Student Pass pilot program for middle school and high school students in Alameda County, with the potential to expand to other school grades, should be identified. AC Transit's Easy Pass program could be expanded in Alameda County.

Consider results of MTC's means-based fare study: Coordinate with MTC on its mean-based fare study outcomes. Move toward a more consistent regional standard for fare discounts, including student discounts.

Regional Express Strategy 7: Develop programs to **reduce costs**

The MTC Transit Sustainability Project (TSP) initiative highlighted opportunities for greater efficiency and coordination between agencies.

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Require audits, peer comparisons and value engineering on all projects: Value engineering could be used to determine if capital costs can be reduced without compromising safety, customer benefit, environmental impacts, or aesthetics. Operating costs could be compared with peers to identify areas where efficiencies can be achieved and a performance management system implemented to achieve efficiencies.

Improve coordination among transit agencies: Information sharing of best practices, cost savings techniques and programs, branding and marketing, and service changes should be conducted among regional agencies on a regular basis.

Full implementation of common service standards: MTC's TSP supports common service standards and Alameda CTC's Mass Transit Program Performance Measures for Direct Local Distribution include common performance measures that are evaluated annually. This will facilitate easier evaluation between operators and over time.

URBAN RAPID TIER

The characteristics of Urban Rapid Tier are frequent all-day bus service combined with a variety of transit-preferential treatments with respect to signalization, lane usage, and roadside upgrades. The Urban Rapid Tier includes transit that operates largely within Alameda County. The proposed improvements directly connect with BART, ACE, and Capitol Corridor in most cases.

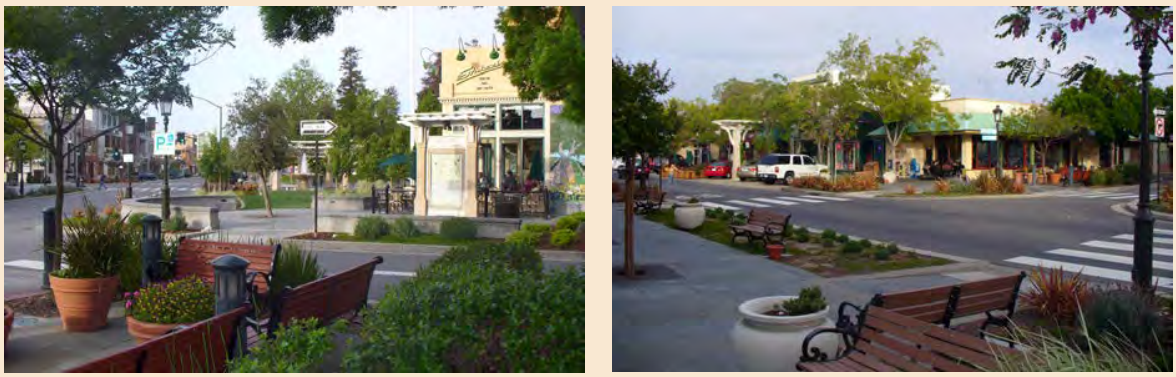
Agencies responsible for transit planning and operations, as well as the regional and local street and traffic networks, public works, and planning should be represented on the policy and staff/technical interagency committee for coordination to facilitate implementation of major improvements such as the Multimodal Arterial Plan. Where applicable, Caltrans should also be engaged on corridor improvements.

Urban Rapid Tier Strategy 1: Enhance interagency coordination to focus investments and development **along transit corridors** and in Transit Oriented Communities (TOC)

Regional planning efforts that integrate transit and land use investments are an important initial step to help coordinate local plans, programs, and policies, ensuring that the region has a shared vision for places that, by their design, help enable people to drive less and walk and use transit more, known as Transit Oriented Communities (TOCs).

The MTC's *Plan Bay Area: Strategy for a Sustainable Region* places CMAs in a coordinating role with local jurisdictions and transit agencies to build and implement the plan. Strategies include:

Figure 21: 1st Street in Livermore - Transit-Oriented Walkable Street



Source: CD+A

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KANSAS CITY AREA AUTHORITY INTERACTIVE REGIONAL TRANSIT MAP

The lack of regional public transportation coordination was a long-standing issue in the Kansas City metropolitan area. Five agencies, including the Kansas City Area Transportation Authority in Missouri and Johnson County Transit in Kansas, provide transit service in the region. To create a seamless regional system, Ride KC was created in 2013 as a partnership of the transit agencies and policy organizations with the mission of "building a single, interconnected transit system that gives people the ability to seamlessly move around our region." One of Ride KC's first actions was to develop an interactive regional transit map and schedules that allows users to see the extent of regional service and click on any line to find the route number, name and schedule. Although each agency retains fiscal and operational control, Ride KC has also established a unified brand and graphics standard, fare structure, and fare payment system.

Establish corridor working groups to coordinate planning and investments around specific transit corridors: Alameda CTC should partner with MTC to enhance their roles as conveners to bring together local governments, foundations, transit agencies and other stakeholders to prioritize and provide technical assistance to support public- and private-sector strategic investments along major transit corridors in Alameda County.

Coordinate and link Transit Oriented Community (TOC) programs with active transportation and complete streets programs: Alameda CTC can refine, coordinate, and develop new programs to establish criteria and guidelines to foster the development of TOCs, which expand the scope of Transit Oriented Development (TOD) to include entire communities.

Create TOD programs to encourage planning for higher intensity development at transit hubs and stations: Grants can be provided for transit and/or infrastructure improvements to target areas that the region has prioritized for future population and employment growth and development designed to foster transit use.

Identify funding resources to facilitate prioritization of transportation infrastructure programs: While many infrastructure projects are likely to be funded through combinations of existing local, state, and federal revenue sources, there are also opportunities to raise additional revenues from new development in transit areas, using property-based financing tools including special assessment and taxing districts, developer contributions, and value capture tools.

Urban Rapid Tier Strategy 2: Provide **common information** tools and shared branding and marketing.

Connectivity can be enhanced by presenting information on networks, routes, and schedules in common, shared and joint formats. Strategies include:

Create one-call/one-click information access for all services: The existing 511 web address and telephone number service should be enhanced with current technology platforms to provide access to information, schedules and other notices of all regional agencies.

Create a countywide transit map and common graphic and information system: A countywide transit map should focus on consistent graphics that clearly and uniformly illustrate routes, services, and passenger facilities and landmarks to facilitate seamless regional travel.

Local Frequent and Community Connecter Tier

Local Frequent and Community Connector Tier includes transit that serves local trips within Alameda County's local jurisdictions. Alameda CTC has not identified specific recommendations for this tier. It is assumed that local jurisdictions and

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Figure 22: New Buses and Enhanced Stations Improve Access



Source: *Appendix G - Complementary ADA Paratransit Strategies*

transit agencies will have the primary responsibility for planning and operating these services. Alameda CTC could fund increases in service frequency, span, and/or coverage as planned by these entities. Transit agencies should identify opportunities that improve connectivity between services in this and the other tiers as well as within this tier to maximize the number of destinations conveniently reached by transit. Coordination will be focused among transit agencies, jurisdictions, and first- and last-mile transportation option providers.

Local Frequency Tier Strategy 1: Improve access **for persons with disabilities** in conjunction with fixed route service improvements

Federal regulations designed to implement the Americans with Disabilities Act (ADA) are highly prescriptive and closely monitored for compliance. It is essential that as transit service improvements are made, corresponding improvements in accessibility for persons with disabilities improve as well including both ADA and city-based programs.

Improve access for persons with disabilities to transit hubs and stations: Distances between fixed route (rail and bus) stops and platforms and paratransit berths should be minimized. Signage, designed in accordance with ADA-based guidelines, should provide clearly understood wayfinding for persons with disabilities.

Enhance travel training programs: Develop programs, such as enhanced travel training programs and facilities, to support people who could be paratransit riders on fixed-route service as physical and developmental disabilities allow.

Local Frequency Tier Strategy 2: Explore public-private partnerships to expand the reach of the transit network

Transit agencies can capitalize on the rapid growth in the availability and usage of private companies, such as TNCs, for commuter and other trips to provide first mile/last mile connections to areas with low densities and/or insufficient transit service. Demand for first mile/last mile connections may be needed at transit hubs and stations but would generally be focused at route and service terminus points.

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Figure 23: Planned Improvements-BART-AC Transit Hub in Berkeley



Source: BART

Develop pilot programs to assess demand, operational considerations and contractual issues: Area-specific pilot programs, rather than systemwide or countywide programs, are a prudent way to develop public-private coordination given the sudden and tremendous growth and evolution of the TNC industry and corresponding regulatory environment. Pilots should focus on expanding access to transit to support the Countywide Transit Plan's goal of increasing transit mode share.

Streets Plus Tier

Local jurisdictions have primary responsibility for improvements that fall under the Streets Plus Tier. Regular coordination, including locally oriented permanent or ad hoc committee meetings, should be undertaken so that the needs of all stakeholders are addressed when issues are identified and solutions are developed. It should be noted that the Streets Plus tier strategies can be applied to all other tiers and are designed to work in concert with local land use planning efforts.

Streets Plus Tier Strategy 1: Strengthen **inter-modal connections** among buses, trains, and alternative modes through targeted roadway and non-motorized transportation mobility improvements

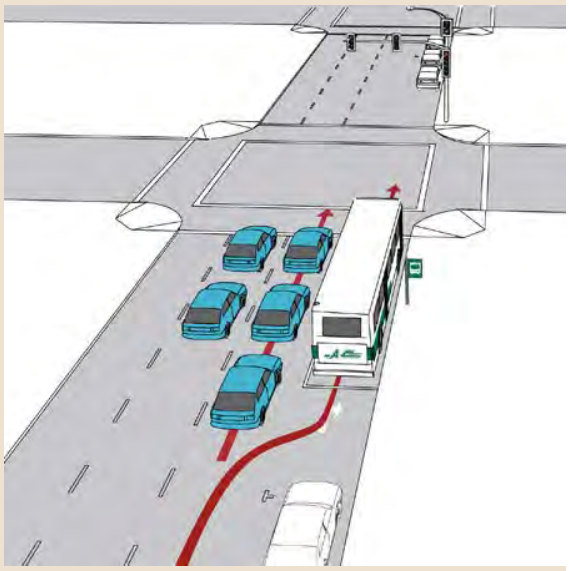
Inter-modal connections can be enhanced not only through service coordination, but better physical connectivity between routes, services, and modes.

Enhance transfer hubs by minimizing walk lengths and impediments to pedestrian and bicycle access: Potential enhancements include reassignment of designated bus bays to provide close proximity among routes with high transfer affinities and careful placement of bicycle storage facilities and accessible pedestrian improvements.

Establish on-street priority for transit operations, and align facilities for improved bicycle and pedestrian access: Treatments such as bus lanes or bus lane segments, re-striping to allow bus queue jumps at congested intersections are among the priority treatments that require close coordination with jurisdictions responsible for street design and operations (Figure 24). Access

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Figure 24: Queue Jumps



Source: AC Transit

improvements to transit stops also require coordination efforts with local jurisdictions.

Provide priority for transit services by upgrading traffic signal systems: Modernized ITS and global signal improvements can be developed along corridors at key intersections to help enable buses to enhance schedule reliability.

Establish transit priority zones in areas of heavy bus flows and transfer activity: Priority zones can help reduce pedestrian-bus-traffic conflicts and enhance safety where high levels of bus and bus passenger traffic exist.

Establish on-street priority and separation of transit from traffic to improve access to transit hubs, rail stations and park and ride facilities: Because transit facilities experience a high level of activity, especially during peak periods, the potential to allow priority treatments for transit will improve service reliability and transfer connections.

Improve bicycle access to transit: Strategies include providing bicycle facilities on transit vehicles and at major stops and stations, building bike routes, lanes, and paths and, supporting bicycle sharing programs.

Prioritize pedestrian improvements: Because most transit users access a transit station or hub on foot at one or both ends of their trip, convenient, safe, and secure pedestrian access is an essential component of transit facility design.

Streets Plus Tier Strategy 2: Encourage TOD planning along transit corridors and transit-dense areas

Using the TOD guidelines, described at the *Appendix I* of this report, direction can be provided to local jurisdictions, stakeholders, and developers to create urban environments that accommodate the movement of passengers, both on board transit vehicles through street design and priority treatments and development that facilitates pedestrian and bicycle access. Approaches include:

Encourage local jurisdictions and developers to place highest intensity uses in closest proximity to transit: Large volumes of transit users form a significant customer base for many businesses and land uses at stations; conversely, higher development intensity, including retail and residential, can help build a broader base of transit ridership.

Encourage a mix of uses to support walking and bicycling in "complete streets" communities: Assessing corridors and parallel routes is important to address complete streets needs because not all modes can be fully accommodated on every street. Accommodations for pedestrians and bicyclists as part of complete street programs can enhance access to transit hubs and stations, and create activity centers for transit users who walk or bike to their destinations.

Manage parking supply and demand: Localized analysis of parking patterns and habits, such as parking needs for residential units adjacent to transit hubs and stations, can lead to a more effective placement and utilization of parking facilities and greater opportunities for on-street, mixed use development.

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6.3. Coordinating Partner Roles and Responsibilities

The reality of Alameda County, the Bay Area, and metropolitan regions throughout the country is that jurisdictional boundaries and institutional requirements exist, and that issues, priorities, capabilities, and responses vary by agency and area. In terms of regional connectivity, the result of this reality is often inconvenience at best, and barriers to implementation at worst.

Each partner agency that will be involved in moving the recommendations forward was chosen to undertake specific responsibilities. They cover defined geographical and political jurisdictions, while their functional responsibilities include strategy development, funding and financing, monitoring, and service provision. Table 6 summarizes the key roles and responsibilities of partner agencies. Their roles and responsibilities intersect, overlap, and interact with one another. Coordination of the responsibilities is necessary to seek common purpose, maximize efficient use of resources, avoid duplication of efforts, and provide optimal transportation infrastructure and service. To move the recommendations and strategies forward, collaboration will be essential.

CASE STUDY: NORTHWEST TRANSIT ALLIANCE

The Northwest Transit Alliance comprises five transit agencies operating and marketing under a single brand that crosses jurisdictional boundaries. The intent of the Alliance was to remove barriers to transit use through better connecting communities and improving coordination of routes, schedules, and fare structures among the five operators. Each of the five agencies retains ownership of all its assets and operation of all its services, but they share resources such as transit stops and improve the convenience and cost effectiveness of regional transit services through coordinated transfers and shared staff resources.

Source: TCRP Report 173. Improving Transit Integration among Multiple Providers. Volume I: Transit Integration Manual

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Table 6: Roles and Responsibilities of Local and Regional Entities Related to Transit

Alameda CTC	Metropolitan Transportation Commission
• Collects and administers countywide transportation sales taxes and voter-approved vehicle registration fees • Allocates funding from regional and state sources • Sets programmatic and project priorities for Measures B and BB and the Vehicle Registration fee, Measure F • Adopts Direct Local Distribution performance measures • Develops countywide plans and establishes short- and long-range vision for transportation • Provides policy guidance for transportation investments • Serves as a convener/facilitator for local, regional, and federal agencies • Advocates for Alameda County at regional, state, and federal levels • Delivers major capital projects and programs such the Affordable Student Transit Pass Program, Safe Routes to Schools and Senior and Disabled Transportation services	• Develops regional transportation plans and Sustainable Communities Strategy • Allocates funding from federal, state, and bridge toll sources • Administers grant programs • Develops the Bay Area Regional Transportation Plan, Plan Bay Area • Performs specific planning studies • Develops and delivers system management services, facilities, and operations • Promotes and facilitates service improvements, fare integration among transit operators, including regional fare card (Clipper) and ridesharing and commuter information • Serves as convener/facilitator for other regional agencies and stakeholders • Advocates for Bay Area at state and federal levels
Transit Providers	**Cities**
• Receive local, regional, state, and federal funds • Provide local, regional, or interregional bus (*AC Transit, LAVTA, and Union City Transit*), rail (*BART, ACE, and Capitol Corridor*), or ferry (*WETA*) services • Plan system upgrades and extensions ▪ Major Corridor Study and Service Expansion Plan (*AC Transit*) and Comprehensive Operational Analyses (LAVTA, AC Transit) ▪ System preservation and maintenance and extensions including Silicon Valley and Livermore extensions (*BART)* ▪ New routes and terminals (*WETA*) ▪ ACE Forward • Conduct service and strategic planning • Own land, facilities, and equipment, including stations, parking, park and ride lots, maintenance facilities • Manage and operate paratransit services • Manage transfer facilities at rail stations (*BART*)	• Control and plan land use (zoning, development, design) • Own, manage, and maintain streets and bicycle/pedestrian facilities • Lead and implement complete streets projects • Own and operate an independent local transit system (Union City only) • Fund operations and maintenance of local transportation system (including some local shuttle services) • Plan and operate local senior and disabled transportation services

...continued

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Table 6: Roles and Responsibilities of Local and Regional Entities Related to Transit (*continued*)

Alameda County	Caltrans/High-Speed Rail Authority (HSR)
• Controls and plans land use in unincorporated areas (zoning, development, design, etc.) • Owns and manages/maintains roads, bridges, and bicycle/pedestrian facilities in unincorporated areas • Leads and implements complete streets projects • Performs and collaborates on countywide planning	• Administers state and federal funds, including those expended by local agencies through the Local Assistance Program (Caltrans) • Owns, operates, and maintains state highway system, including arterials and bridges (Caltrans) • Plans for state transportation investments, including development of long-range plans, new projects, operations, and maintenance (Caltrans) • Works with local jurisdictions to make improvements (Caltrans) • Responsible for planning, designing, building and operation of the high-speed rail system in California (HSR)
Private and Non-Profit Sector	**Federal Agencies**
• Offers transit incentives and devises policies for and provides private parking and transportation demand management programs (e.g., discount transit passes, subsidies for last-mile transportation options, parking cash-out, or limited resident or employee parking per occupant, employee, square footage, or similar measurement) • Provides private transit services to their facilities • Works with transit operators to support transit service to their facilities • Builds infill or higher density development around transit nodes • Designs buildings and campuses in a bicycle and pedestrian-friendly manner • Provides transit-enhancing amenities such as shade, shelters, benches, maps, and schedule information • Provides personalized and private on-demand transportation service (taxis and Transportation Network Companies)	• Allocate federal funding from formula and discretionary programs • Review and monitor federally funded programs • Develop policies related to transit and paratransit regulations

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7

Moving Forward

7.1. Moving Forward

A series of important steps will be necessary to move the recommendations and strategies forward, secure funding for delivery, and determine coordination and collaboration opportunities. Section 7.2 provides an overview of funding, costs, phase, and financing options which are described in more detail in subsequent sections.

7.2. Phasing and Financing

Taken as a whole (excluding the BART extension to Livermore/ACE), the estimated capital cost of the Vision Network recommendations is $2.6 billion (in 2015 dollars). Annual operating and maintenance costs (2015 dollars) are estimated at $149 million (see Section 7.3, Table 8 for more information on cost estimates).

Development of precise financing strategies will require more detailed analysis as each project goes through its specific planning and engineering phases, but should be based on five overall approaches:

Phasing and Financing Strategy 1:
Develop consensus on a phased implementation program

The individual transit corridor projects will need to be phased due to funding, staff resources, and operational limitations. Identifying planning priorities between recommendations presented in this plan will require considerable additional analysis developed in conjunction with local partners and in consideration of more detailed cost estimates and funding availability. Phasing should be based on types of improvements recommended and acknowledge the benefits of coordinating similar types of strategies where cost or institutional savings may be possible. Some features or improvements may lend themselves to implementation prior to other planned elements. For example, broad implementation of transit priority improvements across multiple corridors may be an efficient option for implementing that type of system and would yield immediate benefit to transit operations.

Another phased implementation option may be to build common sections of transit corridors (segments that are used by multiple corridors), independent of and before corridor projects. Those segments will provide immediate benefits and will simplify future corridor development.

While individual transit corridor projects are often implemented as discrete projects, the type of big picture thinking described above will allow each corridor planning effort to be more effective. While many corridor planning efforts funded by the Federal Transit Administration (FTA) are linked to a particular complete transit corridor, these corridors should be considered in concert where possible.

Staggered Start Delivery of Vision Network Recommendations: Most of the proposed recommendations fall under the Urban Rapid service tier. For example, AC Transit's Major Corridor Study examined eleven transit corridors, six of which will be considered by the AC Transit Board of Directors for BRT-type improvements and four for Rapid Bus-type improvements. AC Transit is recommending a staggered start for the more significant projects identified in its Major Corridors Study. The staggered start works well for staffing of projects and with anticipated funding streams. Although multiple projects would not typically be in the same phase (planning, design, or construction) at the same time, there would be multiple corridor projects in development (at different phases) concurrently. The staggered start option can allow all projects to be completed by 2040.

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Phasing and Financing Strategy 2: Develop a funding strategy team

Alameda CTC should convene a funding strategy team comprised of current and potential funding partners for the new capital projects, to discuss specific funding strategies and how best to position each project for success.

Phasing and Financing Strategy 3: Identify funding sources and financing options

The array of funding sources on the federal, state, and regional levels would be analyzed for applicability and likelihood of success for each capital project. Funding by communities/cities along corridors would be analyzed, including value capture opportunities.

Phasing and Financing Strategy 4: Develop a financial model and identify several funding and financing scenarios

A detailed financial model would be developed for each project that integrates the various funding sources and financing mechanisms and compares to costs. It must be capable of assessing the viability of different scenarios by project and for the Vision Network overall.

The following are several initial strategies by funding type that could be considered by the funding strategy team mentioned above:

Federal Funding: The greatest opportunity for funding new capital projects is the FTA's Fixed Guideway Capital Investment Grants program. Five of the recommended projects qualify for New Starts funding based on their preliminary capital cost estimate of $300 million or more:

- R5: Eastmont Transit Center – Oakland- San Francisco Transbay Center
- R6: Tri-Cities – Palo Alto (Union City BART)
- R7: San Rafael - Emeryville
- U2 Richmond Parkway Transit Center – Jack London Square
- U6: Bay Fair BART – Warms Springs BART
- U7: Dublin/Pleasanton BART – Livermore ACE

The remaining six recommended projects qualify for Small Starts funding component, which is a more streamlined FTA approval and project development process.

These capital projects should be prioritized by year and considered during discussion of phasing, since it is more difficult for one agency to secure more than one FTA New Starts or Small Starts per federal funding cycle.

Regional and State Funding: The State Cap and Trade program has the most significant amount of new, uncommitted funding for transit projects. Alameda CTC should consider the Transit and Intercity Rail Capital (TIRC) Program for the heavy rail (BART), ferry (WETA) and BRT (AC Transit) projects that will generate the most air quality improvements (generally those with higher ridership potential) and the Affordable Housing and Sustainable Communities (AHSC) Program for projects where Alameda CTC, and transit agencies, can partner with a city/community with housing authority and affordable housing needs along transit corridors.

In addition, Alameda County can continue to be competitive with MTC regional funding, especially with its high priority projects with strong local stakeholder and city support. Future funding opportunities for transit could be part of future bridge toll (regional measure) discussions.

Local Funding: Local funding, including Measure BB, should be reserved for matching state or federal funds or funding projects that are either not eligible or not competitive for other funding as well as on project development activities to leverage other funds for construction. Various transit agencies are also pursuing dedicated local funding for their operations and capital needs through mechanisms such as

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property taxes and bond measures. These mechanisms are considered critical components of sustaining current operations and implementing capital improvements, including capital maintenance and set aside as matching funds for capital projects.

Financing and Value Capture Funding: Several options are available for financing and value capture funding the network capital projects. Local financing should be reserved for leveraging Measure BB funds. Federal financing, such as Transportation Infrastructure Finance and Innovation Act (TIFIA) loans, should be reserved for the projects that are eligible and competitive for New Starts funding. Value capture options require a strong partnership with cities/communities along the transit corridors and stakeholders at station sites; they are ideal tools to fund BRT projects in collaboration with local funding partners. Value capture mechanisms include:

- Tax Increment Financing (TIF): TIF involves the creation of a special district to raise revenue for public improvements by capturing a portion of the additional assessed value generated by private sector development.
- Payments in Lieu of Taxes (PILOT): An alternative approach to TIF is PILOT Increment Financing which provides more revenue and is easier to borrow against than standard TIF applications.
- Special Assessment: A special assessment is an additional property tax applied to parcels of land that receive a special benefit from one or more public improvements funded by assessment revenues. The additional tax is applied to both existing and future properties.
- Joint Development: Joint development is a partnership between a public entity and a private developer created to develop certain assets.
- Air Rights: Air rights refer to the right to develop, occupy, and control the vertical space above a property. Air rights can be bought, leased, or transferred.
- Developer Contributions: Developers often provide in-kind or monetary contributions to facilitate construction of infrastructure that would result in a positive impact on property values.

Phasing and Financing Strategy 5: Develop consensus around a funding strategy and timeline.

A funding strategy timeline for the county would require consensus from county stakeholders. This could be developed to build a cohesive strategy on how to secure the maximum amount of funding for planning and projects. This would include increased coordination around advocating a shared legislative agenda and timeline for securing each funding source.

7.3. Funding Needs Assessment

The transit system in Alameda County is a mature system, and major system infrastructure elements need capital rehabilitation or replacement. At the same time, rapid change and growth calls for expansion of the transit system to ensure continued, adequate access to transit in Alameda County.

Existing Services

The total capital needs for six major transit entities operating within Alameda County between FY 2017 and FY2040, (excluding Capitol Corridor) are estimated at about $23 billion (Table 7, 2015 dollars), and reflect the need to replace all existing assets nearing the end of their useful lives[14]. The capital cost estimate also includes rehabilitation work on the remaining assets in accordance with the recommended lifecycles for each asset type. The estimate is based on

[14] Draft Plan Bay Area 2040 Preliminary Transit Needs Assessment Memorandum (January 2016)

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projections prepared by each agency for existing services and committed expansion with the exception of projects currently under environmental review.

The estimated operating costs during this same period total $50 billion (Table 7). The operating needs of BART and AC Transit combined comprise 93 percent of the project operating needs in Alameda County, with BART comprising 66 percent of the total; AC Transit comprising 27 percent. Total combined capital and operating cost by operating entity is illustrated in Figure 25.

Vision Network Recommendations

The total capital needs for the Vision Network recommendations, not counting transit project currently under environmental review (i.e. BART extension to Livermore/ACE) are estimated at another $2.6 billion (Table 8). These conceptual cost estimates cover design, engineering, and construction/fabrication of roadway, stations, support facilities, and systems; property acquisition; vehicles; professional services; and a 35 percent contingency. Annual operating costs for recommendations, not counting the BART extension to Livermore/ACE recommendation, add up to $149 million.

Table 7: Existing Services Projected Capital and Operating Costs FY2017-FY2040

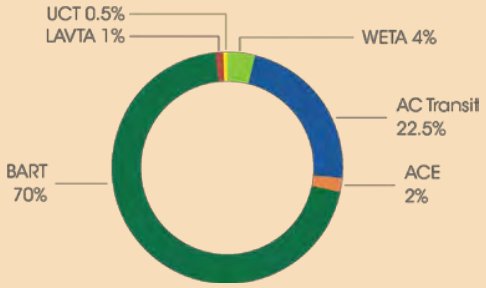
Operator	Total Maintenance Needs	Total Operating Needs
AC Transit	$2,934	$13,445
ACE	$291	$1,300
BART	$18,121	$33,112
LAVTA	$183	$522
Union City	$32	$211
WETA	$1,442	$1,413
TOTAL	**$23,003**	**$50,003**

Source: MTC, Draft Plan Bay Area 2040, Preliminary Transit Needs Assessment Memorandum (January 2016)

Note: All costs in year of expenditure dollars (in millions)

[15] Memorandum to Partnership Technical Advisory Committee regarding Plan Bay Area 2040 Needs Assessment Update, January 2016

Figure 25: Total Projected Capital and Operating Costs by Agency (FY2017-FY2040)



7.4. Funding Options

A wide array of funding sources and financing mechanisms are available to meet the capital and operating needs of the Vision Network recommendations (Table 9 and Table 10).

Existing Services – Operating and Maintenance (O&M) Funding

Several funding sources can be used to pay for the operating needs of existing services. Most are committed and include dedicated local revenues controlled by the agencies. They include fares, non-operating revenues such as advertising, and property and county sales taxes. Committed sources also include funds - such as federal grants, Transportation Development Act (TDA) funds, and bridge tolls - which pass through or are typically estimated by the MTC.

For FY 2017 through FY 2040, MTC's draft Plan Bay Area 2040[15] includes preliminary committed operating revenue projections of $49.87 billion for the agencies in Alameda County. This leaves a gap of approximately $367 million (less than one percent).

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Table 8: Vision Network Recommendations Capital and Operating Cost Estimates

Project		Mode	Capital Cost (2015 $M)	Annual Operating Cost (2016 $M)
R1	BART Extension to Livermore/ACE	Rail	-NA-	-NA-
R2	Brooklyn Basin - SF Ferry Terminal	Ferry	$66	$4
R3	Alameda - SF Ferry Terminal	Ferry	$66	$4
R4	Berkeley - Emeryville - SF Transbay Transit Center	Bus	$150	$15
R5	Eastmont Transit Center - Oakland - SF Transbay Transit Center	Bus	$319	$15
R6	Tri-Cities - Palo Alto (Union City BART)	Bus	$337	$12
R7	Emeryville - Berkeley - San Rafael	Bus	$70	$4
U1	Emeryville – Bay Fair BART station	Bus	$89	$17
U2	Richmond Parkway Transit Center - Jack London Square	Bus	$357	$16
U3	Berkeley - Alameda	Bus	$170	$10
U4	Berkeley - Fruitvale BART	Bus	$141	$17
U5	Bay Fair BART - Union City BART	Bus	$89	$13
U6	Bay Fair BART – Warm Springs BART	Bus	$393	$17
U7	Dublin/Pleasanton BART - Livermore ACE	Bus	$372	$5
		Total	**$2,619**	**$149**

Similarly, various revenue sources are dedicated to capital replacement and rehabilitation by statute or policy. They include federal formula grants, bridge tolls, and certain county transportation sales taxes. For FY 2017 through FY 2040, MTC's draft Plan Bay Area 2040 estimates preliminary committed capital revenue projections of $9.18 billion for the six agencies in Alameda County. This leaves a gap of approximately $13.83 billion (60 percent) from amount shown on Table 8.

The following major funding sources could be used for such O&M needs.

Federal- Section 5307 Urbanized Area: Funding is provided nationwide to urbanized areas for public transportation capital, planning, and preventative maintenance activities. It is allocated on a formula-basis with a minimum required 20 percent local match.

Federal- Section 5337 State of Good Repair: Available to fixed guideway facilities in operation for at least seven years, Section 5307 funds may only be used on existing fixed guideway transit in need of asset replacement or modernization; Section 5337 cannot be used for a new transit investment. There are two sub-programs: High Intensity Fixed Guideway (including rail, BRT, and passenger ferries) and High Intensity Motorbus (such as buses operating in high occupancy vehicle lanes). Funds are allocated between the two programs using a 97/3 percent split and required a minimum 20 percent local match.

Federal- Section 5339 Bus and Bus Facilities: Section 5339 is for capital investments in bus and bus facilities, primarily allocated by formula. Remaining funds are competitively allocated with no single grantee receiving more than 10 percent of the annual discretionary program. A sub-program provides grants for bus and bus facility projects that support low and zero-emission vehicles. A minimum 20 percent local match is required.

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State- Transportation Development Act (TDA): Passed in 1971, the TDA involves multiple major funding sources and planning, operating and capital programs[16]:

Local Transportation Fund (LTF): The TDA allows counties to levy a sales tax (0.25 percent) for transit purposes through the LTF.

Public Transportation Account (PTA): The PTA is the primary source of the State Transit Assistance (STA) fund. Funding for the STA is derived from an additional portion of the state diesel fuel tax (1.75%) for capital and operating expenses.

Proposition 1A: Funding is directed to provide connectivity to the state's planned high speed rail system.

Proposition 1B: Passed on 2006, this bond act provides funding for a wide range of transportation projects, including rail projects and performance improvements on highly congested corridors. Most Proposition1B funds are directed to Caltrans.

Regional- Bridge Tolls: Regional measures and assembly bills that generate toll revenues to fund public transportation projects within the Bay Area include:

Regional Measure 2 (RM2): increased the toll rate by $1 on for the region's seven state-owned toll bridges to fund transportation projects that improve congestion.[17] Eligible projects include transit capital improvement projects and operations.

AB 664: allocates toll revenue collected on the San Francisco-Oakland Bay, Dumbarton, and San Mateo-Hayward bridges to transportation projects near the bridges. The funds are programmed annually by MTC to provide partial local match to federal Section 5307 and 5337 formula grant funds. They are split 70 percent for the East Bay and 30 percent for the West Bay.

Local- San Francisco County Transportation Authority (SFCTA) Proposition K Sales Tax: A half-cent sales tax in San Francisco County is dedicated to transit and paratransit improvements, streets and traffic safety, and transportation system management.

Local- Contra Costa Measure J: This half-cent retail sales tax is for transportation projects in Contra Costa County through 2034.

Local - Measures B and BB: Alameda County has passed three sales tax measures for transportation. The first was Measure B in 1986 which funded projects and programs throughout the county. The second, also known as Measure B, extended the existing ½-cent sales tax, and was approved by over 81% of voters in 2000. Measure B funds a multitude of transportation projects including highway, local roads, transit expansion, transit operations, paratransit, and bicycle/pedestrian facilities.

In November 2014, Alameda County voters approved a supplementary transportation sales tax, Measure BB, by over 70%. Measure BB authorized a one-cent sales tax in Alameda County, augmenting and extending the ½-cent tax passed in 2000 to 2045. It is estimated to generate over $8 billion for transportation projects and programs in the county and is projected to generate $20 billion in economic activity in the county.

The 30-year Alameda Countywide Transportation Expenditure Plan (2014 TEP) includes $7.8 billion to improve and maintain transportation infrastructure and systems. The two largest portions are $3.7 billion for public transit and paratransit and $2.3 billion for street maintenance. In addition, $400 million is earmarked for a BART extension to Livermore/ACE.

[16] Transportation Funding in California, Economic Analysis Branch, Division of Transportation Planning, Caltrans, 2015Stmoritz1

[17] http://mtc.ca.gov/our-work/invest-protect/toll-funded-investments/regional-measure-2

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Table 9: Funding Sources (Federal Programs)

Funding Source	Description	Eligible Uses	Responsible Agency
FTA: Section 5307 (Urbanized Area Formula)	Grants to Urbanized Areas (UZAs) for capital, planning, and operating expenses in certain circumstances.	Operating (preventive maintenance and ADA) and maintenance expenses for existing services; capital funding for new projects.	MTC/FTA
FTA: Section 5337 (State of Good Repair)	High Intensity Fixed Guideway (97% of funding) and High Intensity Motorbus (3% of funding).	Replacement and rehabilitation of existing fixed-guideway systems and high-intensity bus	MTC/FTA
FTA: Section 5339 (Bus and Bus Facilities)	Capital investments in bus and bus facilities.	Capital funding for existing and new bus transportation projects	MTC/FTA
FTA: Section 5309 (Capital Investment Grants)	Grants for fixed guideway investments such as new and expanded rapid rail, commuter rail, light rail, streetcar, BRT, and ferry.	Capital funding for new projects	FTA
FHWA: Surface Transportation Block Grant Program (STBG)	Program funds to states and metropolitan planning organizations (MPOs).	Maintenance expenses for existing services; capital funding for new projects	MTC, California Transportation Commission
FHWA: Congestion Mitigation and Air Quality (CMAQ)	Program funds to air quality maintenance or non-attainment areas (regions that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter).	Maintenance expenses for existing services; capital funding for new projects; a portion of funds can be used for operations to support a demonstration or pilot project for a period of three years	MTC, California Transportation Commission
US DOT: Transportation Investment Generating Economic Recovery (TIGER)	Highly competitive, discretionary grant program for capital costs of road, rail, transit, and port projects.	Replacement of existing systems; capital funding for new projects	US DOT
Financing: Transportation Infrastructure Finance and Innovation (TIFIA)	Credit program to provide assistance to eligible major transportation projects of critical national and regional importance.	Financing mechanism for new capital projects	US DOT

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Table 10: Funding Sources (Regional/State, Local, and Private Programs)

Funding Source	Description	Eligible Uses	Responsible Agency
Regional / State			
Transportation Development Act (TDA)	Allocation of sales tax revenue under the California Transportation Development Act of 1971, for transportation purposes.	O&M expenses for existing services (not to exceed 50% of the operating budget of any individual transportation service entity); capital funding for new projects	MTC, Local Operators
Regional Measure 2 (RM2)	Funded by revenues from tolls on the region's seven state owned toll bridges.	Capital funding for existing and new projects	Bay Area Toll Authority (BATA), MTC
Assembly Bill (AB) 664, Bridge Tolls	Bridge toll revenues and are programmed annually by MTC for partial local match to Federal Section 5307 and 5337 formula grant funds.	Mainly used to match transit capital projects programmed for FTA formula funds in the Transportation Improvement Program	MTC
Cap-and-Trade	The Greenhouse Gas Reduction Fund (GGRF) is appropriated to state agencies for 1) Sustainable Communities and Clean Transportation Funding, 2) Clean Energy and Energy Efficiency Funding, and 3) Natural Resources and Waste Diversion.	Rail and bus capital projects; operational improvements that result in increased ridership and reduced greenhouse gas emissions	Multiple state agencies
Financing: State Infrastructure Bank	Flexible project funding through loans, debt service guarantees, lines of credit, and other capital financing support.	New capital projects	Caltrans
Local			
San Francisco County Transportation Authority (SFCTA) Proposition K Sales Tax	Half-cent sales tax for transportation projects in San Francisco County.	O&M expenses for BART, transit capital improvements	SFCTA
Contra Costa Measure J Sales Tax	Half-cent retail sales tax in Contra Costa County (25-years).	O&M expenses for BART, transit capital Improvements	Contra Costa
Alameda County Transportation Expenditure Plans, Vehicle Registration Measure BB	2014 extension for the existing Measure B in Alameda County.	O&M expenses for existing services, transit capital improvements	Alameda CTC
Private			
Value Capture	Strategies to capture new and increased value of existing land and properties generated as a result of a major transit capital investment.	Funding/financing for new capital projects	Multiple Agencies

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The 2014 TEP guides the revenues of the voter approved sales tax toward capital projects and programs that improve the countywide transportation system. As such, priorities of Measure BB include:

- Expanding BART, bus, ferry, and rail services
- Keeping fares affordable for youth, seniors, and people with disabilities
- Providing traffic relief by improving local streets, roads, and highway corridors
- Improving air quality and providing clean transportation by expanding bicycle and pedestrian paths and the regional rail network
- Creating good jobs within Alameda County by requiring local contracting and supporting community developments that improve access to jobs and schools.

Local agencies and transit jurisdictions receive Measures B and BB direct local distributions of revenues, as stated in the respective TEPs. In addition, the 2014 TEP also designates funding to additional programs (Figure 26).

The most relevant of these O&M programs is the BART, Bus, Senior, and Youth Transit component. It constitutes about half the investment and includes separate sub-programs that could be used to fund ongoing operating and maintenance costs of the Vision Network recommendations:

Transit Operations, Maintenance, and Safety: Funds will be distributed periodically, emphasizing demonstrations or pilot projects which can leverage other funds.

Affordable Transit for Seniors and People with Disabilities: Funding will be provided to transit agencies to provide specialized transportation service mandated under the Americans with Disabilities Act (ADA). Funds will be provided to each part of the County based on its population of residents over age 70 for local.

Alameda County voters also passed Measure F in November 2010, which increased annual vehicle registration fees by $10 to fund road, transit, non-motorized, and transportation technology projects and programs.

The funds generated by these local sources are critical to advancing and executing the vision outlined in this plan.

Vision Network Recommendations Capital Funding

The Vision Network recommendations are expected to have access to several revenue streams. For example, each project will generate fare revenue and revenues for non-operating expenses, and will have access to additional local, regional, or federal formula grants. However, it is expected that the projects will add to the projected operating and capital maintenance unfunded gap.

Closing the gap will most likely be addressed, in part, by allocating discretionary funding sources, where applicable, or to increase funding sources to help sustain the existing transportation network. Preliminary estimates for total transportation revenues forecasted for MTC's draft Plan Bay Area 2040 are approximately $287 billion between FY 2017 and FY 2040. These revenues are available for numerous transportation uses including local streets and roads, state highways, and transit operating and capital needs. Nearly all of this funding is for committed transportation projects and programs; however, approximately 15 percent ($43 billion) is also available for discretionary purposes.

A portion of the discretionary funds is typically used for closing funding gaps for existing services. The remaining discretionary funds are focused on strategic investments in the region's transportation network. Alameda County represents approximately 21 percent of the Bay Area's population and employment[18]. As such, it could compete for the discretionary funds to help pay for the recommended transit network.

[18] Source: Association of Bay Area Governments (2013)

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The following major funding sources could also be used for capital expansion needs.

Federal- Section 5309 Fixed Guideway Capital Investment Grants (CIG): FTA's largest discretionary resource for funding major transit capital investments has three sub-programs:

New Starts: Fixed guideway projects (heavy rail, light rail transit, commuter rail, streetcars) costing more than $300 million *or* requiring more than $100 million in CIG funding are eligible for New Starts funding. The CIG share of a total project cost cannot exceed 60 percent, although in practice the CIG share rarely exceeds 50 percent of capital costs.

Small Starts: Projects costing less than $300 million and requiring less than $100 million in CIG funding fall in the Small Starts funding category.

Core Capacity: This program involves capital investment projects of any cost to add capacity to existing rail or BRT systems.

Projects are evaluated and rated according to several project justification and local financial commitment. A project's rating, however, is only one of several important technical factors that FTA considers when recommending CIG funding to Congress. A project's readiness and the technical capacity of the sponsor are other key factors.

Federal- Surface Transportation Block Grant Program (STBG): STBG is distributed by the federal Highway Administration (FHWA) to states and MPOs using a highway-based funding formula.

Federal- Congestion Mitigation and Air Quality Improvement Program (CMAQ): Distributed by FHWA on a formula basis to air quality maintenance or non-attainment areas, CMAQ funds are for transportation projects and programs to reduce congestion and improve air quality. They can be used for the capital costs of transit projects and up to three years of the operating costs of new transit service.[19]

Federal- Transportation Investment Generating Economic Recovery (TIGER) Program: Administered by the U.S. Department of Transportation, TIGER helps support capital costs of road, rail, transit, and port projects that have a significant impact on the nation, a region, or a metropolitan area.

TIGER is highly competitive. Compliance with its evaluation criteria, demonstrated commitment of local match, and broad local consensus - including support from both traditional and non-traditional partners - are key requirements. Preferred projects have performed considerable project development such as, completion of environmental clearance, engineering, right of way acquisition. The TIGER program typically delivers $10 -$20 million in capital funding based upon project requests.

State - Cap and Trade: Cap and Trade is a market-based approach to gradually reduce greenhouse gas (GHG) emissions. Participating entities are incentivized to invest in cleaner technologies that will decrease carbon emissions to reduce their need for allowances. The following programs represent 2016 allocation amounts.

The Greenhouse Gas Reduction Fund (GGRF): The fund is appropriated to State agencies for designated purposes. These appropriations are classified by three categories. The most relevant of these categories is the Sustainable Communities and Clean Transportation Funding Program in which 40 percent is allocated at the discretion of the state and 60 percent are allocated among four different sub-programs.

Affordable Housing and Sustainable Communities (AHSC): This program funds "sustainable community" initiatives such as TODs. AHSC will receive 20 percent of annual proceeds, half of

[19] http://www.artba.org/newsline/wp-content/uploads/2015/12/ANALYSIS-FINAL.pdf

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which must be spent on affordable housing projects.

Low Carbon Transit Operations Program (LCTOP): Administered by Caltrans, LCTOP provides operating and capital assistance to transit agencies to reduce GHG emissions and improve mobility. Eligible recipients include transportation planning agencies, county transportation commissions, and transit agencies. LCTOP will receive 5 percent of annual proceeds.

Transit and Intercity Rail Capital (TIRC): Working in coordination with the California State Transportation Agency (CSTA), TIRC funds bus and rail capital improvements that target disadvantaged communities, expand rail systems, reduce GHG emissions, improve safety, and enhance connectivity to high-speed rail. The program will receive 10 percent of annual proceeds.

High Speed Rail Projects: This program covers certain costs of the high-speed rail projects. This program will receive 25 percent of annual proceeds.

MTC created a funding framework that assigns Cap-and-Trade funds over the next 26 years[20] to six comprehensive program categories:

- **One Bay Area Grants (OBAG)**: a competitive program is administered by congestion management agencies at the county level to fund complete streets, and bicycle and pedestrian improvements.
- **Transit Core Capacity Grant Program**: focuses on the region's highest priority capital needs-vehicle replacement and expansion and facilities improvements at AC Transit, BART and SFMTA.
- **Transit Operating and Efficiency Program**: is responsible for improving transit services with a 40 percent distribution to core capacity transit agencies (AC Transit, BART, and SFMTA) and 60 percent to the remaining transit agencies.
- **Climate Innovation**: supports safe routes to school programs, which include streets and roads. Eligible categories include technology advancements and strategies to reduce demand for driving.
- **Goods Movement Program**: aims to improve the efficiency of the movement of goods within and through the region or mitigate the associated environmental impacts.
- **High Speed Rail Program**: to support high-speed rail efforts

State Transportation Improvement Program: The California Transportation Commission administers the State Transportation Improvement Program (STIP).The STIP is updated every two years during even years. Alameda CTC submits recommended programming of the Alameda County share of the Regional Improvement Program (RIP) portion of the STIP cycle to MTC, which in turn, submits the region's proposed STIP programming to the California Transportation Commission for adoption into the STIP. Transit capital may be funded with the STIP.

- **Other:** Many other state and regional sources are available to support some capital and operating funds, including, but not limited to Jobs Access and Reverse Commute (JARC), Transportation Fund for Clean Air (TFCA), State Transit Assistance Funds (STA), Transportation Development Act (TDA), and transit agency sales tax and/or property tax revenues.

Local - Measures B and BB: Measures B and BB fund capital projects as well as O&M of eligible programs, including highway, local roads, transit and paratransit expansion, and bicycle/pedestrian facilities (Figure 26).

The 30-year Alameda Countywide Transportation Expenditure Plan (2014 TEP) includes $7.8 billion to improve and maintain transportation infrastructure and systems. In addition, $400

[20] http://mtc.ca.gov/sites/default/files/Cap_and_Trade_Fact_Sheet.pdf

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million is earmarked for a BART extension to Livermore. The 2014 TEP guides the revenues of the voter approved sales tax toward capital projects and programs that improve the countywide transportation system. As such, capital priorities of Measures B and BB include:

- Expanding BART, bus, ferry and rail services
- Providing traffic relief by improving local streets and roads and highway corridors
- Improving air quality and provide clean transportation by expanding bicycle and pedestrian paths and the regional rail network
- Creating good jobs within Alameda County by requiring local contracting and supporting community developments that improve access to jobs and schools.

The Bus, Senior, and Youth Transit component constitutes about half of investment and includes separate sub-programs that could be used to fund some of the construction costs of the Vision Network Recommendations:

Rapid Bus and Transit Improvements: Funds may be used for project development, design, construction, access and enhancement of the rapid transit corridors as local matching funds to attract outside funds to the other corridors which are currently under development.

BART Extension and System Improvements: Funds may be used for projects that increase the capacity and utility of the existing system and provide local funding for a proposed BART extension in the eastern part of the county.

Major Transit Corridor and Commuter Rail Improvements: Investments include maintenance and service enhancements on exiting rail lines and the development of transportation investments for the future high speed rail connecting Alameda County to the Bay Area.

Local- Measure F, Vehicle Registration Fee: Measure F funds can be used for capital including road, transit, non-motorized, and transportation technology projects and programs.

As with the O&M funding programs, the funds generated by these local sources are critical to advancing and executing the vision outlined in this plan.

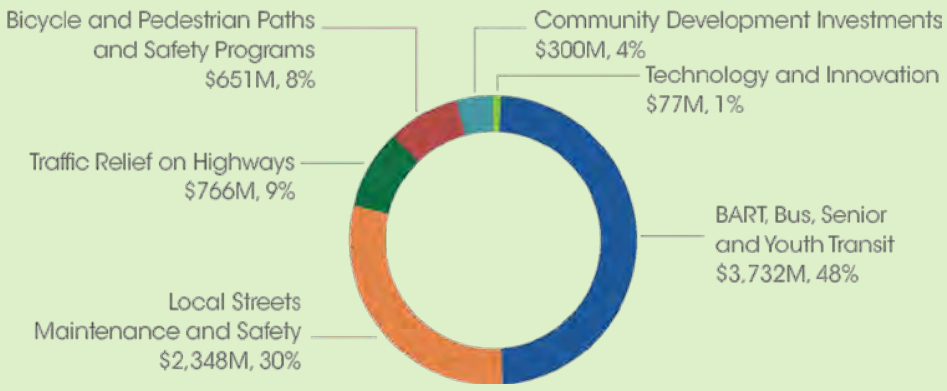
Financing Mechanisms

In addition to the funding opportunities, financing mechanisms are also available to meet the capital needs. Financing is a debt mechanism that consists of borrowing against future funding sources to meet current needs, by overcoming the drawdown limitations associated with funding options.

Available financing mechanisms include:

Federal: Transportation Infrastructure Finance and Innovation (TIFIA): This credit program provides assistance to eligible major

Figure 26: Alameda County 2014 Transportation Expenditure Plan (Measure BB)



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transportation projects of critical national and regional importance including highways and bridges, intelligent transportation systems, intermodal connectors, transit vehicles and facilities, intercity buses and facilities, freight transfer facilities, and passenger rail vehicles and facilities. State departments of transportation, transit agencies, special authorities, local governments and private firms are eligible applicants. US DOT offers three types of credit assistance: direct loans, loan guarantees, and standby lines of credit.

Federal/State- State- State Infrastructure Bank (SIB): California participates in this US DOT pilot program which provides flexible project funding through loans, debt service guarantees, lines of credit, and other capital financing support. California's SIB is the Transportation Finance Bank, which offers loans of up to six years to public and private entities for any stage of eligible highway construction or transit capital project.[21]

Local- Value Capture Mechanisms: An array of financing strategies could be used to capture new and increased value of existing land and properties generated as a result of a major transit capital investment. A portion of this increase in value can then be recovered by local jurisdictions to help offset the costs of such improvements.

Tax Increment Financing (TIF): Involving the creation of a special district to raise revenue for public improvements, TIF captures a portion of the additional assessed value generated by private sector development. The tax base is frozen at predevelopment levels, and all or a portion of property tax revenues derived from increases in assessed values (the tax increment) are applied to a special fund created to retire tax-exempt bonds originally issued for development of the district. The initial TIF revenue yield is relatively low. However, revenue generally increases over time as redevelopment and escalation leads to increased property values. TIFs are often applied for periods of 20 to 30 years. While most TIFs capture the incremental increase in property values, some states allow the capture of other taxes as well.

However, when redevelopment agencies were dissolved by the California state legislature in 2011, TIFs became more difficult to do. There is a new option for California whereby the assignment of property taxes or assessments can be made to a Joint Powers Authority, who, in turn, can make infrastructure improvements. This also is an effective structure when multiple taxing entities and/or assessment district revenues must be allocated through a single entity to accommodate bonding.

The Enhanced Infrastructure Financing District (EIFD) act provides for the creation of a new governmental entity by existing taxing entities that after adoption of an Infrastructure Financing Plan, may allocate incremental property taxes to fund transportation projects. A Public Financing Authority is the legislative body that governs an EIFD. Authorization to issue bonds requires a 55% voter approval of either registered voters or landowners within the EIFD.

Special Assessment: An additional property tax can be applied to parcels of land that receive a special benefit from one or more public improvements funded by assessment revenues. The additional tax is applied to existing and future properties. Special assessments are typically applied for a 20- to 30-year period and generate a consistent revenue stream.

In California, the most common assessment district approach is through Community Facility Districts (CFDs). A CFD is created by an affirmative vote of two-thirds of the qualified registered voters. The annual assessments for each parcel are established through an analysis of the benefit to the property owners. The liens supporting the assessment have the same standing as property taxes and are subject to the same foreclosure process as property taxes for

[21] http://www.dot.ca.gov/docs/reports/Report_CaliforniaInfrastructureBank_ACC.pdf

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failure to pay the annual assessment. The annual assessment are the security for the issuance of bonds, or may be committed to a Joint Powers Authority utilizing revenues from other sources to fund transportation projects as described in the previous section.

Joint Development: Partnerships between a public entity and a private developer can be formed to develop certain assets. According to FTA guidance, the development and the property must have a physical and a functional relationship. Joint development can occur when an agency owns land that can be leased to the developer for a long period of time. This enables the developer to build on the land with a low risk of losing the capital investment. In exchange, rents are paid to the agency, creating a revenue stream that can be bonded against to support the development of a transit improvement. The revenue potential can vary depending on market conditions. Joint development can also take the form of the sale of development rights for upfront capital funding.

Air Rights: Refer to the right to develop, occupy, and control the vertical space above a property. Air rights can be bought, leased, or transferred. This is most often seen in transit projects where the space above a transit station is developed by a private developer to build Transit Oriented Developments (TODs).

Developer Contributions: Often provide in-kind or monetary contributions to facilitate construction of infrastructure that results in a positive impact on property values. Contributions are often negotiated to reflect the benefit the developer derives from the project. If funding is negotiated, project sponsors often request the money during the early portion of the debt service period. This enables the project sponsor to better leverage other funding options. In some instances, developers receive increased density allowances in return for their contributions.

7.5. The Roadmap

Phased implementation of the Vision Network recommendations involves two different but converging and complementary paths.

Longer Term Strategy

Five of the Transit Network recommended projects qualify for New Starts funding based on their preliminary $300 million+ capital cost estimate. New Starts funding is highly competitive and it is atypical for a region to have two concurrent New Starts projects in the development phase. To position Alameda County for New Starts funding, three actions are recommended:

Conduct a New Starts project rating assessment for each eligible project: It is assumed that each of the five major projects eligible for New Starts can meet meets FTA's definition of what constitutes an eligible New Starts project. In order to receive New Starts funding, projects must be evaluated and rated by FTA according to specific project justification and local financial commitment criteria (Table 11).

Table 11: New Starts Criteria

Category	Criteria
Project Justification	• Mobility Improvements • Cost effectiveness (cost per rider) • Congestion relief • Environmental benefits • Land use • Economic development
Local Financial Commitment	• Contingency amounts • Funding stability, reliability, availability • Funding to operate, maintain, recapitalize system

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Each criterion is rated on a five-point scale, from Low to High. To qualify for funding, projects must achieve an overall rating of at least Medium (point three on the five point scale) and receive at least Medium summary ratings for both project justification and local financial commitment.

As each of the five major corridors proceeds through the project development phase, an assessment should be conducted to determine how it potentially rates in criteria and category. Achieving Medium or better scores is not essential to enter the New Starts process. The assessment is designed, however, to identify strengths and areas in which improvement is necessary, proving Alameda CTC and its partners to focus attention and resources and better position the projects for funding eligibility.

Determine regional New Starts priorities: Conducting an initial New Starts rating assessment will help Alameda CTC, MTC, transit agencies, and other regional partners to prioritize projects to further develop and advance as candidate New Starts projects.

Although the project with the highest estimated rating would be a likely candidate for advancement, other considerations could include geographical distribution of New Starts projects throughout the Bay Area, as decision-making on the federal levels can be based, in part, on evenly distributing funds throughout the U.S. For example, projects in Alameda County and San Mateo County may have similar levels of justification and support within the Bay Area, but federal decision-makers opt to consider only one New Starts project for the Bay Area as a whole.

Therefore, achievement of regional consensus on which projects to pursue as New Starts requires collaboration and consistency of project scope and analysis among the Bay Area's policy and funding entities.

Determine what other federal and non-federal funds can be applied to a New Starts project: New Starts projects can also include other federal funding sources such as transportation formula grants, fixed guideway modernization grants, bus and bus-related equipment and facilities grants (Section 5339) and flexible funding from the federal highway program. These funds are not allowed to be used as the non-federal share, but can help reduce the amount requested of the New Starts program and, therefore, make the project more competitive for New Starts funding. CMAQ is used by several agencies nationwide to supplement funding for their New Starts projects because of its flexibility for use on several different types of projects and components. TIFIA, which was created to help finance large projects, is an additional option.

On a local and regional level, similar decisions would need to be made, such as reserving Measure BB funds as matching funds for New Starts.

As with achieving consensus of regional New Starts priorities, similar collaboration among regional policy and funding entities, including Alameda CTC, will enhance New Starts competitiveness

Shorter Term Strategy

Implementation of the Transit Network recommendation is by no means restricted to competing on a national level for New Starts funding to cover the entire federal share. Four approaches are recommended:

Seek Small Starts funding for smaller projects: Six of the Transit Network recommended projects qualify for Small Starts funding. This is an important consideration as Small Starts projects are subject to fewer interim FTA approvals and a more streamlined project development process.

Develop New Starts-scale projects incrementally through Small Starts: Small Starts is awarded as a single grant per project. However, if proposed improvements along a longer corridor are divided into separate projects, each of which has independent utility and meets the requirements of the Small Starts program,

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each project could potentially apply for a separate Small Starts grant.

Develop projects incrementally using other federal sources: Projects can be funded by separate New Starts grants on a segment-by-segment basis—as long as the initial segment(s) have independent utility, New Starts is not designed to fund a project on a piecemeal basis by cost category.

Four federal programs are worth pursuing on an annual basis for shorter term solutions

STBG: for streetscape projects, including complete streets solutions, signal synchronization and other streetscape improvements along the corridors.

CMAQ: for transit-related projects that improve air quality such as queue jumps and signal priority.

TIGER Program: for innovative street and transit projects along the corridor.

Active Transportation Program (ATP): for bikeway and pedestrian improvements in the corridor.

Projects can still be eligible for New Starts funding but developed incrementally. Non-New Starts funding can be used, for example, to construct bus lanes or help develop a Transit Signal Priority system. These improvements would result in three significant benefits:

- Improvements in the operation of the existing system that can be quickly realized.
- Build capacity, ridership, and interest in additional improvements in the corridor, including New Starts and Small starts investments.
- Reduce the level of New Starts funding requested, thereby enhancing the project's competitiveness.

Whereas the STBG and CMAQ funds are distributed through MTC's Regional Transportation Improvement Program, which is approved every two years for a three to five year program of projects, TIGER and ATP are discretionary grant programs programmed generally on an annual basis.

Develop projects incrementally using other state and local sources: The state Cap and Trade program has the most significant amount of new, uncommitted funding for transit projects. Alameda CTC should consider the Transit and Intercity Rail Capital (TIRC) Program for the network projects that will generate the most air quality improvements (generally those with higher ridership potential) and the Affordable Housing and Sustainable Communities (AHSC) Program for projects where Alameda CTC can partner with a city/community with a housing authority and affordable housing needs along transit corridors.

MTC also has a variety of streets and roads funding programs that could be used to improve the corridors in the near term.

7.6. Next Steps

Recognizing the strength of transit markets and opportunities for improving transit service in Alameda County, this plan's next generation of recommendations and strategies will serve the mobility needs of the county in the future. Some of these recommendations and strategies would require rethinking the transit capital project and transit service delivery practices. In order to successfully utilize the potential funding sources and financing mechanisms to move the recommendations and strategies forward would require further project development and extensive interagency coordination.

Project Development – The Vision Network recommendations are based on market analysis that relies on existing transit performance, future land use plans, and demographic projections. As these recommendations are further analyzed and developed, and specific capital and service improvements are identified, specific funding and implementation strategies will need to be developed.

Project Schedule – Each corridor served by the Vision Network recommendations is unique in its strengths and challenges that would affect the project delivery timeline. Project specifics and

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delivery schedules, created during the course of project development, will be key in identifying specific funding sources and financing mechanisms that are best aligned to meet the projects financial needs.

Interagency Coordination – One of the biggest challenges to developing and financing multi-jurisdictional transit projects is the coordination of various interested parties, including transit agencies, local jurisdictions, residents, businesses, private property owners, and other stakeholders. A politically and economically feasible 'project' may require extensive outreach efforts and a new funding and delivery mechanism.

Pilot Programs – Some of the strategies could be tested out through pilot programs conducted at agency- or county-level. A pilot program could be used to test heavily discounted transfers across transit agencies. Pilot programs could also be deployed to explore arrangements that maximize the public benefit from integration of public-private partnerships, such as services offered by transportation network companies.

Advocacy – For strategies that are best implemented at the regional level, Alameda CTC, transit agencies, and local jurisdictions could coordinate their advocacy efforts. A regionally-focused universal fare program would be ideal for such advocacy efforts.

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Appendix E

Technical Memorandum #6

Evaluation Methodology and Performance Measures

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Evaluation Methodology and Performance Measures

Countywide Transit Plan

FINAL Technical Memo #6

ALAMEDA County Transportation Commission

Prepared for:
Alameda County Transportation Commission

Prepared by:
Parsons Brinckerhoff

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With

Cambridge Systematics
Community Design & Architecture
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Approved October 2015

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Acronyms

Acronym/Abbreviation	Definition
ACE	Altamont Commuter Express
Alameda CTC	Alameda County Transportation Commission
BART	Bay Area Rapid Transit
FTA	Federal Transit Administration
GHG	Greenhouse Gas
HH	Households
MMAP	Multi-Modal Arterials Plan
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
PDA	Priority Development Area
SANDAG	San Diego Association of Governments
TOD	Transit Oriented Development

1.0. Introduction

1.1. Study Process

This Technical Memorandum documents the performance measures and methods that will be used to evaluate the Draft Transit Network Recommendations described in Technical Memorandum #5. The purpose of the memo is to:

- Provide structure and consistency to the evaluation process, and
- Provide decision makers with a procedure for identifying key differences among proposed recommendations.

The evaluation methodology builds on the transit vision and goals adopted by Alameda CTC in March 2015[1], and will be applied to the draft recommendations and proposed network modifications.[2]

Transit Vision and Goals

The performance measures for the Alameda Countywide Transit Plan are derived from the transit vision and goals documented in Technical Memorandum #3. That document provides a description of the linkage between the vision and goals for the Transit Plan and Alameda CTC's vision and goals from the 2012 Countywide Transportation Plan.

Transit Vision

The adopted vision focuses on the challenge to improve transit network efficiency and effectiveness, while providing environmental and economic benefits and is as follows:

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

A simple, focused vision sets the stage for an effective performance framework. The strategic goals define what the vision needs to accomplish through a set of separate, yet integrated elements that support the vision.

Transit Goals

Based on the vision, and an understanding of the current conditions in the county, a set of seven transit goals were identified:

[1] See Technical Memorandum #3: Vision and Goals, Alameda Countywide Transit Plan, March 2015
[2] See Revised Draft Technical Memorandum #5: Transit Network Methodology, Alameda Countywide Transit Plan, August 2015

1. **Increase transit mode share**. The number of people living in Alameda County and their auto trips are growing significantly faster than the number of people that are riding transit. If this trend continues, congestion will continue to increase over time and air quality will continue to degrade. To realize a more environmentally sustainable future, transit ridership will need to increase at a rate faster than auto trips. The goal is to not only increase transit ridership, but to increase the per capita use of transit for all types of trips.
2. **Increase effectiveness**. The transit effectiveness goal seeks to increase the number of transit users for the available transit capacity. To achieve a more financially sustainable transit system, it is important to ensure that major transit investments benefit and are used by the greatest number of people, and that supply matches demand.

   Because transit serves multiple purposes in a community, transit effectiveness must also take into account the need to provide a basic level of transit service. During peak hours, transit provides a critical alternative to private auto trips and to travel on highly congested roadways. Transit also serves as the lifeline for transit-dependent populations that may have no other transportation option. Effectiveness (developing transit facilities and services that match demand and generate the highest ridership) must always be balanced with the need to maintain a basic level of service coverage.
3. **Increase effectiveness of inter-regional transit.** One of the roles of transit service in Alameda County is to provide connections to adjacent regions and to the statewide rail network. These services provide alternatives to auto travel on some of the most heavily congested corridors in Alameda County. The Capitol Corridor provides an alternative to travel on I-80 and I-880 from Contra Costa, Solano, Yolo, and Sacramento counties, and ACE provides an alternative to travel on the I-580 corridor from San Joaquin County.

   By maximizing the effectiveness of these transit services that link the state rail network to regional and local transit services, the demand for inter-regional travel on the county's freeway system, as well as vehicle miles traveled and greenhouse gas emissions, is reduced.
4. **Increase cost efficiency**. The cost of providing transit service is increasing in the county without a commensurate increase in service levels or passengers. To maintain and expand transit services, and to increase frequency and service hours, resources must be used as efficiently as possible.
5. **Improve access to work, education, services and recreation**. The transit system should make it easier for people to travel without having

to rely on a car. Integration with appropriate land use and enhanced first- and last-mile connectivity will increase transit viability and overall accessibility.

6. **Reduce emissions**. Alameda County has adopted a goal to reduce greenhouse gas emissions to 1990 levels. With transportation being the single largest contributor to greenhouse gas emissions, shifting travel away from cars and onto transit can help reduce emissions and enhance the quality of life and the environment in Alameda County.
7. **Achieve a state of good repair**. To provide a safe and reliable transit experience for the user, the transit system needs to be in good working condition. Maintenance of the existing transit facilities and fleet need to be balanced against system expansion.

   This is a particularly acute issue for BART, which is the backbone of the county's transit system, but it is also important for the delivery of reliable bus and ferry service. Maintenance of the core network is critical to being able to accommodate future growth of the system.

1.2. Development of Projects Included in Transit Network

In many transit studies, projects included in the evaluation process are proposed by communities, elected officials, or transit advocates as part of a community visioning process and represent a wide range of improvement ideas. Typically, a high-level screening is applied to the initial set of projects to eliminate those that are infeasible or do not meet the goals and objectives as well. This is not the case for the Alameda Countywide Transit Plan. For this planning effort, the Draft Transit Network Recommendations defined during the creation of the network vision were developed through a strategic technical analysis based on a thorough review of existing conditions, existing plans and studies, a market and transit operational analysis, and an understanding of the Alameda CTC's transit vision and goals. As a result, the evaluation of the transit vision network begins with a relatively limited set of Draft Transit Network Recommendations described in Technical Memorandum #5. [3]

The qualitative and quantitative performance measures, described in the rest of this memorandum, represent a refined set of measures that will be used to provide a more robust picture of the performance of the transit vision network as a whole and for individual draft recommendations. The focus of the evaluation will be to provide information regarding the characteristics of

[3] See Revised Draft Technical Memorandum #5: Transit Network Methodology, Alameda Countywide Transit Plan, August 2015

each draft recommendation rather than the development of a rank-ordered list of recommendations. In that context, relationships or inter-dependencies between recommendations will be discussed in detail.

1.3. Network Alternatives

Task 5 generated a set of draft recommendations to help the county make progress towards achieving the transit vision and goals. These draft recommendations are collectively referred to as the transit "vision" network. The vision network will be compared against existing conditions and a future baseline network that is consistent with the projects contained in MTC's Regional Transportation Plan (see Table 1 below).

Table 1: Network Alternatives

#	Network Alternatives	Year	Description
1	Existing Conditions	2010	Land use and transportation conditions as they were in 2010 per the updated Countywide Travel Demand Model.
2	Baseline Conditions	2040	Consistent with MTC's regional transportation plan.
3	Vision	2040	Set of all improvements identified in the Countywide Transit Plan

SOURCE: Parsons Brinckerhoff, 2015

2.0. Evaluating Performance

2.1. Performance Measures

The performance measures were developed to assess how the transit vision network and draft recommendations support implementation of the adopted transit vision and goals. These measures were compared with selected recent transit studies to validate the scope and completeness of the measures used. In particular, the following studies were reviewed when developing the performance measures presented below:

- Sound Transit Long-Range Plan/ST2 Planning: System and Project Evaluation Methodology Report 02/2006
- Sound Transit: North Corridor Transit Project Alternatives Analysis Report 09/20/2011

- City of Seattle and Sound Transit: Ballard to Downtown Seattle Transit Expansion Study 05/30/2014
- SANDAG 2050 Regional Transportation Plan: Technical Appendix 4 – Transportation Project Evaluation Criteria and Rankings
- City of Seattle Transit Masterplan Final Summary Report April 2012
- Community Transit Long Range Plan, 2011
- Federal Transit Administration National Transit Database, updated annually

Performance measures will be used for two types of evaluations, which will be documented in a future technical memorandum:

- **Network:** This evaluation will quantify the anticipated benefits cumulatively resulting from the draft recommendations with respect to each identified goal. Performance measures will be applied to the existing and future baseline alternatives as well as the "Vision" network in order to gauge the relative effect of each network alternative.
- **Project:** The assessment will consider the costs and benefits of both capital and operating activities associated with each draft recommendation or proposed project. General assumptions will be made regarding capital and operating costs for each proposed network recommendation. (Those projects that are already in the project development or environmental phase will not be evaluated.) These cost assumptions will be used only for comparative purposes and are intended to provide information that can be used in prioritizing and/or phasing of project implementation.
    - **Capital:** This evaluation will allow Alameda CTC to do a comparative assessment of capital projects with respect to each identified goal.
    - **Operations**: A significant portion of the county's funds will continue to support operations and maintenance of transit services. The operating performance varies significantly across transit operators. This evaluation will allow Alameda CTC to evaluate operations practices of transit operators.

Both quantitative and qualitative performance measures have been identified for network and project evaluation. These are described below.

Quantitative Performance Measures

Quantitative performance measures for each goal are summarized in Table 2 and are described in the following section.

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Table 2: Quantitative Performance Measures

#	Goals	Performance Measures		
		Network-Level	Project-Level Capital	Project-Level Operating
1	Increase transit mode share	Per capita daily transit ridership	Net new riders	
		Percentage of intra-county trips on transit		
2	Increase effectiveness (including inter-regional travel)	Passenger trips per revenue vehicle mile		Passenger trips per revenue vehicle mile
		Miles of dedicated right-of-way	Miles of dedicated right-of-way	
		Daily transit trips (unlinked)	Daily transit trips (unlinked)	
			Reduction in transit travel time (peak/off-peak)	
		Number of transit hubs served, including inter-regional hubs		
3	Increase cost efficiency		Capital cost per net new rider	
			Total cost per boarding	
		Operating cost per boarding		Operating cost per boarding
4	Improve access	Number of HH/jobs within half-mile of transit stops within each service tier	Number of HH/jobs within half-mile of transit stops	
		Number of Communities of Concern affected		
5	Reduce emissions	GHG emissions		
6	State of good repair		Cost of mid-life overhaul and/or replacements before 2045 to be included in cost estimates	

SOURCE: Parsons Brinckerhoff, 2015

The definitions for the quantitative performance measures are as follows:

- **Per capita daily transit ridership**: This measure will be used to compare transit usage normalized with population over time (2010 vs. 2040). For evaluation of networks, ridership and population data will be taken from the travel demand estimation process (using both the Alameda County Travel Demand Model as well incremental approaches to ridership forecasting as detailed in the Attachment B of Technical Memorandum #7 - Evaluation of Alternatives). For evaluation of operations, ridership data reported by transit agencies and population estimates/projections prepared by state or regional agencies will be used.
- **Percentage of intra-county trips on transit**: This measure will be used to track progress towards increasing transit mode share for intra-county trips.

For evaluation of networks, intra-county ridership data will be taken from the travel demand estimation process (using both the Alameda County Travel Demand Model as well incremental approaches to ridership forecasting as detailed in the Attachment B of Technical Memorandum #7 - Evaluation of Alternatives).

- **Net new riders**: This measure will be used to compare the ability of a project to attract new riders to transit. This measure will be used for evaluation of projects only and will use estimates of net new riders from the travel demand estimate process.
- **Passenger trips per revenue vehicle mile**: This measure will be used to assess the utilization of service for both networks and projects. For network and project evaluations, the passenger trips will come from the travel demand estimation process, while the revenue vehicle mile data will be derived from proposed service levels.
- **Miles of dedicated right-of-way**: This measure is a proxy for the reliability of transit service under the assumption that exclusivity reduces schedule variability associated with intermittent general purpose traffic congestion. The measure will be used for both network and project evaluations. The data will come from each project definition.
- **Daily transit trips**: This measure will show the transit trips associated with the project and will be aggregated at the network level. This measure is being used in addition to net new riders to allow for comparison to other transit agencies and provide input to efficiency metrics such as passenger trips per revenue vehicle miles. This data will come from the travel demand estimation process.
- **Reduction in transit travel time**: Transit travel time improvements will be estimated based on the type of physical changes proposed for the corridor. This measure will be applied at the project level. This data will come from a combination of synthetic and incremental modeling exercises (as detailed in Section 2.2 and the Attachment B of Technical Memorandum #7 - Evaluation of Alternatives).
- **Number of transit hubs served, including inter-regional hubs:** This measure will show the "interconnectivity" of a particular transit line. This data will come from project definition evaluated against the existing and planned transit hubs. This metric identifies "interconnectivity" opportunities (in terms of the number of hubs served or connected) and will be considered in combination with the qualitative metric, "intermodal connectivity" to identify the full potential benefits of a transit improvement project.
- **Capital cost per net new rider**: This measure will be applied at the network and project level. Capital costs will be estimated from data bases that

have compiled costs for comparable types of improvements in Alameda County and in other regions.

- **Operating cost per boarding**: This measure will be applied at the network and project level. Operating costs will be estimated from current operating costs for comparable types of service in Alameda County and other regions.
- **Total cost per boarding:** This measure will provide the total cost per boarding, and will be calculated based on total boardings, capital costs, and operating costs reported by the appropriate measures.
- **Number of households (by income level) and jobs within a half-mile of transit stops**: This measure provides useful information related to the potential overall market and equity issues associated with proposed service changes. It will be applied at the network and project levels. It also provides a measure that helps provide context for the comparison of proposed projects in Alameda County to similar transit projects implemented elsewhere in the US.
- **Number of Communities of Concern affected:** This measure will help to establish whether the proposed modification will have a positive impact on Communities of Concern, i.e. those communities that face particular transportation challenges, either because of affordability, disability, or because of age-related mobility limitations. These may also be defined as those areas covered by Community Based Transportation Plans. A qualitative assessment of the extent to which proposed transit improvements benefit these communities will also be performed.
- **GHG emissions:** This measure will be applied on the network-level only and is generated based on output from the travel forecasting process (using both the Alameda County Travel Demand Model as well incremental approaches to ridership forecasting as detailed in the Attachment B of Technical Memorandum #7 - Evaluation of Alternatives).
- **Cost of mid-life overhaul and/or replacements before 2045:** In order to reflect the goal of state of good repair, project cost estimates will take into account the cost of a mid-life overhaul and capital replacement required before 2045 as appropriate depending on asset type. This information will be obtained from individual transit operators as well as form the consultant team's database of relevant transit capital projects.

Qualitative Performance Measures

In addition to the quantitative measures listed above, the projects will also be evaluated using a set of qualitative performance measures to capture those

benefits that cannot be readily modeled or forecasted so as to provide a quantitative metric. Qualitative measures include:

- **Support TOD strategy:** Linking transit investment with supportive land use patterns is critical to the success of transit. This performance measure will assess the characteristics of land uses adjacent to the proposed transit project to assess the potential for transit success.
  - *Density* – Are high density development and housing affordability requirements in place for development near transit stations/stops?
  - *Mix of Uses* – Does the local jurisdiction have policies that encourage mixed-use development, such as, zoning codes that allow a mix of uses, form-based development codes (which generally facilitate mixed use development or co-locations of different uses better than conventional zoning approaches), innovative jobs/housing balance policies and programs, shared parking allowances or requirements?
  - *Parking Management Policies* – Does the local jurisdiction have progressive parking policies, such as, value or demand priced parking, reduced parking requirements in areas served by transit, parking maximums, shared parking policy, reduced parking for affordable housing units, provision of free or reduced-cost transit passes, and a tracking system to monitor these programs?
- **Number of existing or planned major activity nodes served:** Major activity nodes with high levels of transit demand serve as anchors for transit routes. Generally, major activity nodes are locations where there are a concentrate number of trip destinations and/or origins, such as colleges or universities, downtown central business districts, shopping centers, and large medical centers. The routes that are most productive, not only have major anchors at each end of the route, but also have the potential to generate robust transit demand along the route.

  Proposed projects will be evaluated in terms of how well they serve multiple existing or planned major activity nodes (including active PDA's).
- **Intermodal connectivity**: Projects will be evaluated in terms of how effectively they connect different types of transit services within the transit network. This will be evaluated by assessing the number of transit service tiers served and the ease of access between different transit modes, including first- and last-mile connecting services.
- **Customer experience:** Customers' expectations evolve as amenities and services become available to them. Most transit agencies in Alameda County have carried out customer satisfaction surveys to identify factors that affect their decisions to use transit. Most agencies have also adopted

performance measures to track customer satisfaction over time. A qualitative assessment will be made of each project's impact to the rider's experience based on factors such as: service reliability, ease of transfers, ease of access to transit information and whether or not the proposed project has the potential to improve customer satisfaction.

- **Compatibility with Arterials Plan recommendations**: Coordination with the Arterials Plan typologies will ensure consistency between both plans.

2.2. Modeling Considerations

Because forecasts of transit demand associated with individual or groups of draft recommendations are a critical input to several of the most important evaluation criteria, it is important to understand the advantages and disadvantages of different modeling procedures and how the results should be interpreted. Therefore, a brief discussion of travel demand modeling and the proposed combined approach is provided below.

This evaluation employs a combination of **synthetic** and **incremental** approaches to forecasting transit ridership.

The **synthetic** evaluation method uses a travel demand model (in this case, the 4-step Alameda County Travel Demand Model), which forecasts both travel mode choice and route choice based on statistical estimates of origins and destinations given future land use and transportation system changes.

Incremental approaches to transit ridership forecasting are based on observed transit usage. They forecast transit ridership changes by applying demand elasticities to whatever type of change is being made (fares, frequency, etc.).

An FTA-sponsored survey of MPOs found that 63 percent of the respondents used service elasticities to forecast ridership and 51 percent used 4-step travel models, with many using both in combination. The primary reason for using both is that each method has important limitations that can be overcome through the use of the other method. This can be seen in the comparison table below (see Table 3).

Table 3: Network Alternatives

Synthetic Methods (4-step models)	Incremental Methods (elasticities)
Advantages • Sensitive to changes in land uses and to transportation projects, including improvements in other modes • Can forecast ridership for new modes or extension of an existing mode to areas not previously served	Advantages • Use of route-level survey data eliminates the upstream error (land use data, income data, etc.) found in travel models. The base ridership will be accurate • Can be used to forecast changes for small-scale projects
Weaknesses • Intended to function at a large scale; incapable of forecasting effects of micro-scale projects such as queue jumps • Provides reasonable forecasts for transit as a whole but not for individual bus routes	Weaknesses • Critically dependent on data for existing conditions, so cannot be used where service does not already exist • Insensitive to other changes in the network such as improvements to a parallel freeway

SOURCE: Parsons Brinckerhoff, 2015

As is the case with virtually all synthetic approaches which rely on travel demand models, the Alameda CTC travel demand model is much more accurate for auto travel than for transit, especially bus transit. However, the model is validated (tested for accuracy) at the level of daily ridership by transit operator.[4] In other words, the model is expected to provide a good estimate of total daily ridership for each transit operator, but is not validated for more detailed levels of analysis, such as ridership on individual bus lines at different times of the day.

Many of the draft recommendations to the Alameda County transit network involve a combination of small-scale improvements to bus routes and specific roadways (e.g. transit signal priority, bus bulbs, transit queue jumps, etc.). Synthetic models are not sensitive to these types of changes even though there are examples of transit ridership gains as the result of transit speed and reliability improvements.[5] For the evaluation phase of this project, a combination of synthetic and incremental approaches will be utilized in order to capture the advantages of each analysis approach and overcome the limitations that either approach would have if used alone.[6]

[4] See Table 3-15 in Alameda Countywide Transportation Model Update – Model Documentation, Dowling Associates, August 2011
[5] For a case study of King County Metro Rapid Ride, see Technical Memorandum #5: Transit Network Methodology, Alameda Countywide Transit Plan, August 2015
[6] For further detail, see the Attachment, Technical Memorandum #5.4, Proposed Modeling Approach, Alameda Countywide Transit Plan, August 2015.

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2.3. Application of Performance Measures

Results from the evaluation of draft recommendations using quantitative and qualitative performance measures will be presented in a matrix format. The transit vision network will also be evaluated against existing conditions and baseline conditions networks. For each performance measure, results will be presented on a three-point scale (low, medium, high). Each performance measure will be assigned weights determined through discussions with Alameda CTC. Table 4 shows a sample evaluation matrix.

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Table 4: Sample Evaluation Matrix

Project	Quantitative Performance Measures														
	Per Capita Transit Ridership	Percentage of Intra-County Trips on Transit	Net New Riders	Passenger Trips per Revenue Vehicle Mile	Miles of dedicated right-of-way	Capital cost per net new rider	Daily Transit Trips	Reduction in Transit Travel Times	Operating Cost per Net New Rider	Number of Transit Hubs Service, including Inter-regional hubs	Operating Cost per Boarding	Number of HH/jobs within half-mile of transit stops	Number of Communities of Concern affected	GHG Emissions	Cost of mid-life overhaul and/or replacements before 2045 to be included in cost estimates
Project 1	○	●	◐	○	◐	◐	●	◐	○	◐	○	●	●	○	●
Project 2	●	◐	◐	○	●	◐	◐	○	◐	○	●	◐	●	◐	○
Project 3	◐	◐	○	○	◐	◐	●	◐	●	◐	◐	●	◐	●	◐
Project 4	●	●	●	◐	◐	●	○	◐	●	●	●	○	○	○	●
Project 5	○	○	◐	●	○	◐	○	○	●	○	◐	◐	◐	○	◐

Legend: ○ 1 – Low Score; ◐ 2 – Medium Score; ● 3 – High Score

Appendix F

Technical Memorandum #7

Evaluation of Alternatives

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Evaluation of Alternatives

Countywide Transit Plan

FINAL Technical Memorandum #7

ALAMEDA County Transportation Commission

Prepared for:
Alameda County Transportation Commission

Prepared by:
WSP | Parsons Brinckerhoff

With

Cambridge Systematics
Community Design & Architecture
Strategic Economics

June 2016

WSP | PARSONS BRINCKERHOFF

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Attachment B	Modeling and Evaluation Methodology
Attachment C	GHG Emissions Evaluation Methodology

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Acronyms

Acronym/Abbreviation	Definition
ACE	Altamont Commuter Express
AC Transit	Alameda-Contra Costa Transit District
Alameda CTC	Alameda County Transportation Commission
BART	Bay Area Rapid Transit
GHG	Greenhouse Gases
HH	Households
MTC	Metropolitan Transportation Commission
SF	San Francisco
TOD	Transit-Oriented Development

1.0. Introduction

1.1. Study Process

This Technical Memorandum discusses the evaluation of transit alternatives and the development of short- and long-range investment strategies for Alameda County.

The purposes of this memorandum are as follows:

- Apply the updated countywide transportation model and elasticity based-model assessment tools as an initial assessment of the effectiveness of the transit investment strategies.
- Estimate ridership, vehicle miles and hours traveled, travel times, and mode shares for investments using the Alameda County Transportation Commission (CTC) updated travel demand model and/or other methodology developed in cooperation with Alameda CTC to effectively evaluate the proposed investments.
- Assess cost and financial feasibility based on qualitative measures identified in Task 6.

This evaluation builds on the transit vision and goals adopted by Alameda CTC in March 20151, which were applied to the draft recommendations and proposed network modifications.

Transit Vision and Goals

The performance measures for the Alameda Countywide Transit Plan are derived from the transit vision and goals documented in Technical Memorandum #3, which describes the linkage between the vision and goals for the Transit Plan and Alameda CTC's vision and goals from the 2012 Countywide Transportation Plan.

Transit Vision

The adopted vision focuses on the challenge to improve transit network efficiency and effectiveness while providing environmental and economic benefits. The vision is as follows:

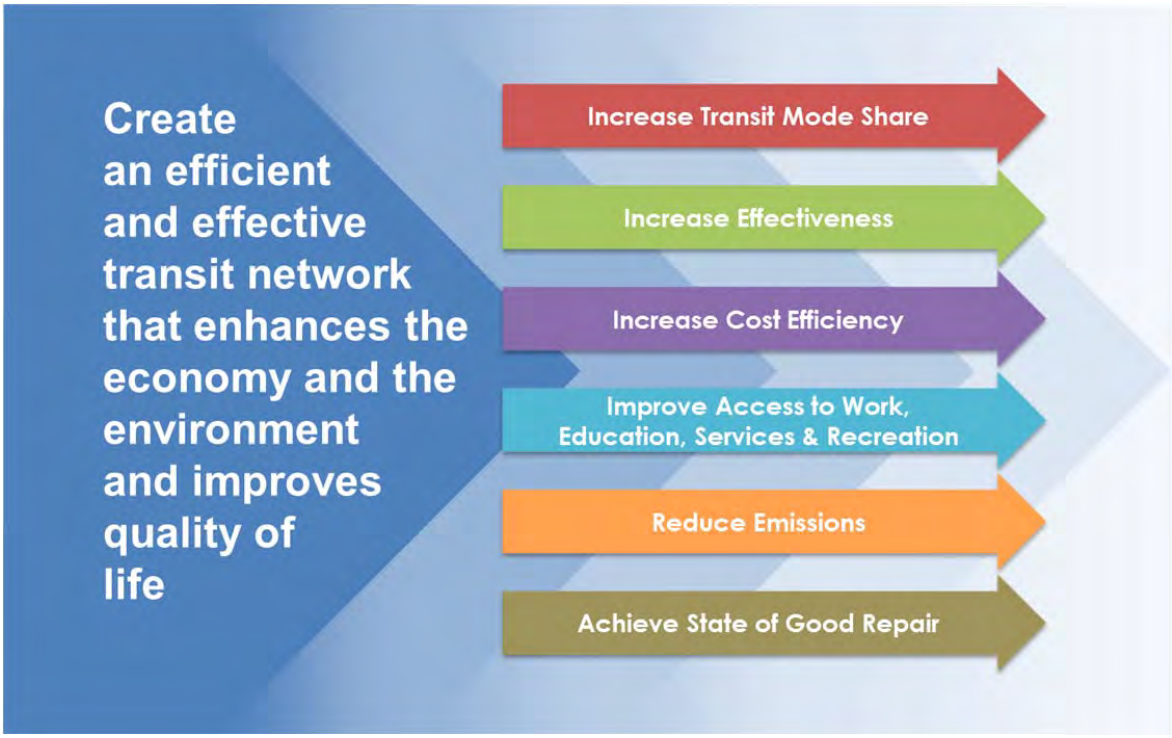
> *"Create an efficient and effective transit network that enhances the economy and the environment and improves the quality of life."*

A simple, focused vision sets the stage for an effective performance framework. The strategic goals define what the vision needs to accomplish through a set of separate, yet integrated, elements that support the vision.

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Transit Goals

Based on the vision, and an understanding of the current conditions in the county, a set of six transit goals were identified:



1.2. Projects Included in Transit Network

For this planning effort, the Draft Transit Network Recommendations defined during creation of the network vision were developed through a strategic technical analysis based on a thorough review of existing conditions, existing plans and studies, a market and transit operational analysis, and an understanding of Alameda CTC's transit vision and goals. As a result, the evaluation of the transit vision network begins with a relatively limited set of Draft Transit Network Recommendations described in Technical Memorandum #5.[1]

The qualitative and quantitative performance measure evaluation, described in the remainder of this memorandum, represents a refined set of measures that were used to provide a more robust picture of the performance of the transit vision network as a whole and for individual draft recommendations. The focus of the evaluation was to provide information regarding the characteristics of each draft recommendation rather

[1] See *Revised Draft Technical Memorandum #5: Transit Network Methodology*, Alameda Countywide Transit Plan, August 2015

than the development of a rank-ordered list of recommendations, as well as to evaluate how all the recommendations performed on a network level.

The following projects have been evaluated as part of Task 7 and are illustrated in Figures 1 and 2:

- Regional Express Tier
  - R1 Bay Area Rapid Transit (BART) Extension to Livermore/ Altamont Commuter Express (ACE)
  - R2 Brooklyn Basin – San Francisco (SF) Ferry Terminal
  - R3 Alameda – SF Ferry Terminal
  - R4 Berkeley – Emeryville – SF Transbay Transit Center
  - R5 Eastmont Transit Center – Downtown Oakland –SF Transbay Transit Center
  - R6 Tri-Cities – Palo Alto (with Southeast and Irvington extensions)
  - R7 – Emeryville – Berkeley – San Rafael
- Urban Rapid Tier
  - U1 Emeryville – Bay Fair BART Station
  - U2 Richmond – Jack London Square
  - U3 Berkeley – Alameda
  - U4 Berkeley – Fruitvale BART
  - U5 Bay Fair BART – Union City BART
  - U6 Bay Fair BART – Warm Springs BART (with Warm Springs extension)
  - U7 W. Dublin/Pleasanton BART – Livermore/ACE

Figure 1: Proposed Projects – Regional Express Tier

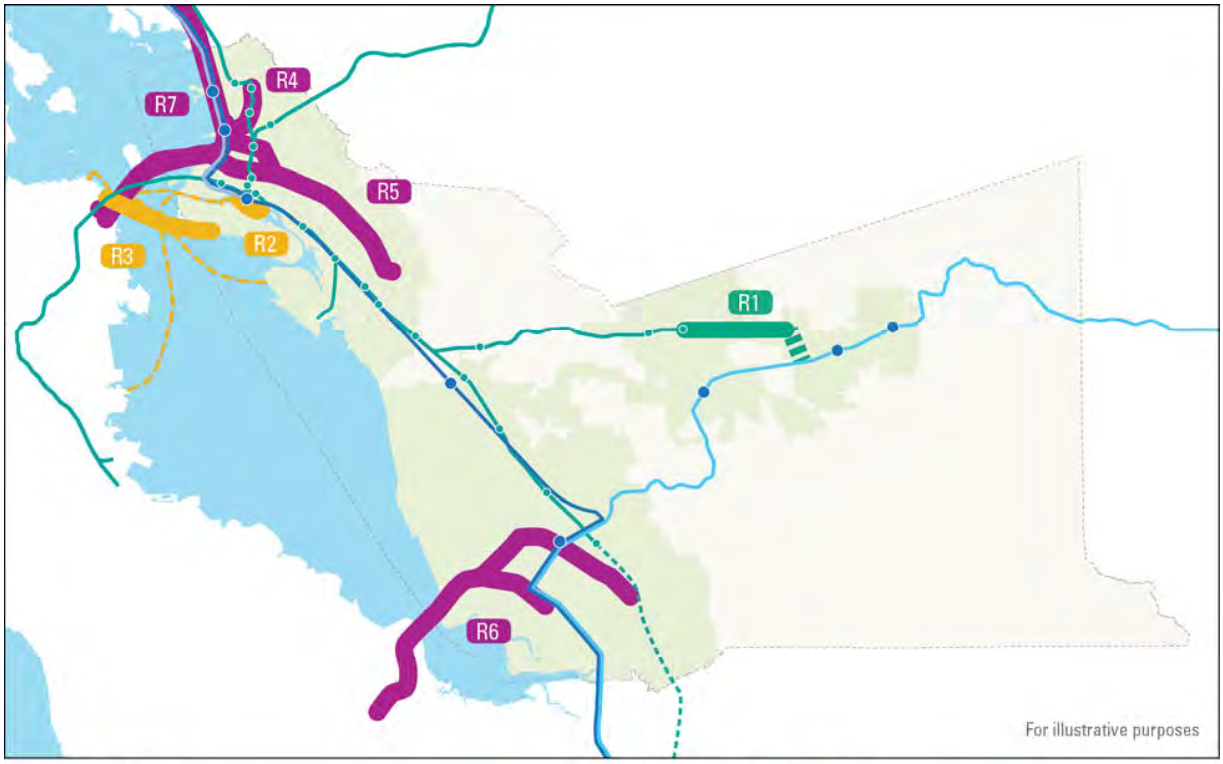


Figure 2: Proposed Projects - Urban Rapid Tier



U1 Emeryville—Bay Fair BART Station
U2 Richmond—Jack London Square
U3 Berkeley—Alameda
U4 Berkeley—Fruitvale BART
U5 Bay Fair BART—Union City BART
U6 Bay Fair BART—Warm Springs BART
U7 W. Dublin/Pleasanton BART—Livermore/ACE

1.3. Network Alternatives

Task 5 generated a set of draft recommendations to help the county make progress toward achieving the transit vision and goals. These draft recommendations are collectively referred to as the transit vision network. The vision network was compared against existing conditions and a future baseline network that is consistent with the projects contained in the Metropolitan Transportation Commission's (MTC's) 2035 Regional Transportation Plan (Table 1).

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Table 1: Network Alternatives

#	Network Alternatives	Year	Description
1	Existing Conditions	2010	2010 land use and transportation conditions per the updated Countywide Travel Demand Model
2	Baseline Conditions	2040	Consistent with MTC's Regional Transportation Plan
3	Vision	2040	Set of all improvements identified in the Countywide Transit Plan

Source: Parsons Brinckerhoff, 2015

2.0. Performance Evaluation

2.1. Performance Measures

The performance measures were developed in Task 6 to assess how the transit vision network and draft recommendations support implementation of the adopted transit vision and goals. These measures are described in more detail in *Technical Memorandum #6 Evaluation Methodology and Performance Measures*.

Performance measures apply to two types of evaluations:

- **Network:** This evaluation quantifies the anticipated benefits cumulatively resulting from the draft recommendations with respect to each identified goal. Performance measures were applied to the 2010 baseline as well as the 2040 vision network in order to gauge the relative effect of each network alternative.
- **Project:** This assessment considers the costs and benefits of both capital and operating activities associated with each draft recommendation or proposed project. General assumptions were made regarding capital and operating costs for each proposed network recommendation. (Projects that are already in the project development or environmental phase were not evaluated.) These cost assumptions were used only for comparative purposes and are intended to provide information that can be used in prioritizing and/or phasing of project implementation.
    - **Capital:** This evaluation will allow Alameda CTC to conduct a comparative assessment of capital projects with respect to each identified goal.
    - **Operations**: A significant portion of the county's funds will continue to support operations and maintenance of transit services. The operating performance varies significantly across transit operators. This evaluation

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will allow Alameda CTC to evaluate operations practices of transit operators.

Both quantitative and qualitative performance measures have been identified for network and project evaluation. These are described below.

Quantitative Performance Measures

Quantitative performance measures for each goal are summarized in Table 2 and are described in the following section.

Table 2: Quantitative Performance Measures

#	Goals	Performance Measures		
		Network-Level	Project-Level Capital	Project-Level Operating
1	Increase transit mode share	Per capita daily transit ridership	Net new riders	
		Percentage of intra-county passenger trips on transit		
2	Increase effectiveness (including inter-regional travel)	Passenger trips per revenue vehicle mile		Passenger trips per revenue vehicle mile
		Miles of dedicated right-of-way	Miles of dedicated right-of-way	
		Daily passenger trips (unlinked)	Daily passenger trips (unlinked)	
			Reduction in transit travel time (peak/off-peak)	
			Number of transit hubs served, including inter-regional hubs	
3	Increase cost efficiency		Capital cost per net new rider	
				Operating cost per passenger trip
4	Improve access	Number of households/jobs within one-half mile of transit stops		
		Number of Communities of Concern affected		
5	Reduce emissions	Greenhouse gas emissions		
6	State of good repair		Asset lifecycle is considered in annualized capital cost estimates	

Note: Performance measures shaded in gray are not applicable for this type of evaluation.
Source: Parsons Brinckerhoff, 2015

The definitions for the quantitative performance measures are as follows:

- **Per capita daily transit ridership**: This measure was used to compare transit usage normalized with population over time (2010 vs. 2040). For evaluation of networks, ridership and population data were taken from the travel demand estimation process. A combination of the Alameda County Travel Demand Model (ACTDM) and existing ridership data was used to estimate 2040 baseline ridership. Specifically, the model was used to forecast the growth in ridership on each network corridor and the growth factor was then applied to actual measured existing ridership. This method was applied to forecasts for all transit providers, and reported on the project level only.
- **Percentage of intra-county passenger trips on transit**: This measure was used to track progress toward increasing transit mode share for intra- county trips. For evaluation of networks, intra-county ridership data were taken from the travel demand estimation process.
- **Net new riders**: This measure was used to compare the ability of a project to attract new riders to transit. This measure was used for evaluation of projects only and uses estimates of net new riders from the travel demand estimate process.
- **Passenger trips per revenue vehicle mile**: This measure was used to assess the utilization and cost effectiveness of service for the vision network and between proposed projects. For both network and project evaluations, the passenger trips were derived from the ACTDM estimation process, while the revenue vehicle mile data were derived from proposed service levels.
- **Miles of dedicated right-of-way**: This measure is a proxy for the reliability of transit service under the assumption that exclusivity reduces schedule variability associated with intermittent general purpose traffic congestion. This metric is applied only for the project level and focused on ROW width assumptions to support transit. Implementation of any of the network recommendations will require close coordination with local jurisdictions to address ROW and traffic operational needs. . . . . .
- **Daily passenger trips**: This measure shows the passenger trips associated with each proposed transit project and is also aggregated to the network level.
- **Reduction in transit travel time**: Transit travel time improvements were estimated based on the type of physical changes proposed (e.g., bus lanes, queue jumps, Transit Signal Priority, off-board fare collection, raised platforms, etc.) for the corridor. This measure was applied at the project level.
- **Number of transit hubs served, including inter-regional hubs:** This measure shows the "interconnectivity" of a particular transit line. The transit hubs within approximately 300 feet of the project alignments in Alameda and Contra Costa counties were counted. Transit hubs include commuter rail stations, rapid rail stations, ferry terminals, municipal airports, transit centers, and park-and-ride lots.

- **Capital cost per net new rider**: This measure was applied at the network and project level. Capital costs were estimated from databases that have compiled costs for comparable types of improvements in Alameda County and in other regions. Costs were then annualized based on the life cycle for major elements within the cost estimate (e.g., roadway improvements, systems, vehicles). These costs are expressed in 2015 dollars.
- For the recommended projects, ridership forecasts were prepared for a future year baseline network and future year with the project with the difference between the two forecasts being the net new riders. These daily ridership forecasts were also annualized. Annualized capital cost estimates were then divided by annualized forecasts of ridership to yield cost per net new rider expressed in 2015 dollars.
- **Operating cost per passenger trip**: This measure was applied at the network and project level. Operating costs were estimated from current operating costs (2016) for comparable types of service in Alameda County and other regions. In order to calculate operating costs per rider, an annualization factor of 300 was used to convert daily ridership into annual which was then applied to annual operating costs. The ridership annualization factor takes into account variations ridership over time (e.g. weekday vs. weekend) for the types of transit services being proposed in the plan.
- **Total cost per passenger trip:** For this evaluation, total cost is defined as the annualized capital cost plus the annual operating cost based on service assumptions used in the ridership forecasting process.
- **Number of households and jobs within one-half mile of transit stops**: This measure provides useful information related to the potential market with proposed service changes. It was applied at the network and project levels. For the network level evaluation, households and jobs in Alameda and Contra Costa counties were calculated for 2010 and 2040. For the project level, the number of households and jobs in Alameda and Contra Costa counties were calculated based on the 2040 population and employment forecast. Transit stop locations are subject to change; therefore, the number of households and jobs were calculated within one-half mile of the transit alignments rather than one-half mile of transit stops.
- **Number of Communities of Concern affected:** This measure helps to establish whether the proposed modification could have a positive impact on Communities of Concern (i.e., those communities that face particular transportation challenges, either because of affordability, disability, or age-related or other mobility limitations) as defined by MTC. Data from MTC[2] was used to identify census tracts containing Communities of Concern in Alameda and Contra Costa counties.

[2] Metropolitan Transportation Commission. 2014. Communities of Concern website and 2012 data table. *http://gis.mtc.ca.gov/samples/Interactive_Maps/cocs.html* Accessed Feb. 9, 2016

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- **Greenhouse gas (GHG) emissions:** This measure was applied on the network level only and is generated based on output from the travel forecasting process. This measure is reported in metric tons of CO_2 per year.
- **Cost of mid-life overhaul and/or replacements before 2045:** In order to reflect the goal of state of good repair, asset lifecycle is considered in annualized capital cost estimates.

Qualitative Performance Measures

In addition to the quantitative measures listed above, the projects were also evaluated using a set of qualitative performance measures to capture those benefits that cannot be readily modeled or forecasted so as to provide a quantitative metric. Qualitative measures include the following:

- **Support transit-oriented development (TOD) strategy:** Linking transit investment with supportive land use patterns is critical to the success of transit. This performance measure assesses the characteristics of land uses adjacent to the proposed transit project to determine the potential for transit success. Key elements of this measure include density, mix of uses, pedestrian and bicycle access, and parking management policies.
- **Number of existing or planned major activity nodes served:** Major activity nodes with high levels of transit demand serve as anchors for transit routes. Proposed projects were evaluated in terms of how well they serve multiple existing or planned major activity nodes (including active Priority Development Areas and locally identified infill development areas near transit).
- **Intermodal connectivity**: Projects were evaluated in terms of how effectively they connect different types of transit services within the transit network. This was evaluated by assessing the number of transit service tiers served and the ease of access between different transit modes, including first- and last-mile connecting services.
- **Customer experience:** A qualitative assessment was made of each project's impact to the rider's experience based on factors such as service reliability, ease of transfers based on distance between stations, ease of access to transit information, and whether the proposed project has the potential to improve customer satisfaction.
- **Compatibility with Arterials Plan recommendations**: Coordination with Alameda CTC's Arterials Plan typologies will ensure consistency between both plans. The Arterials Plan is anticipated to be updated to reflect consistency with the Countywide Transit Plan.

3.0. Evaluation Results

Results from the evaluation of draft recommendations using quantitative and qualitative performance measures are presented in a matrix format. For each

performance measure, results are presented on a three-point scale (low ○ medium ◑ and high ●).

3.1. Interpreting Evaluation Results

Evaluation results are presented at both the network and project levels. The intent of the evaluation is to provide a robust picture of the attributes and effects of each proposed project and the network as a whole on a consistent set of key measures that would assist Alameda CTC decision-making during future phases of program implementation.

Several factors should be considered when interpreting the evaluation results for both the network and project-specific summaries:

- Corridor length should be taken into account especially when considering demographic evaluation measures such as households and employment within one-half mile of transit stops.
- While the ACTDM includes all nine Bay Area counties, the geographic extent of the analysis is focused on Alameda and Contra Costa counties as this fostered a more efficient modeling effort. Results for households, jobs, communities of concern, and number of transit hubs highlight only these two counties.
- In the evaluation of proposed transit improvements, the focus can often fall onto a subset of the measures (e.g., net new riders or mode shift). However, it is important to also consider the positive impact of these projects to existing riders who will receive the benefits of travel time savings, reliability, and increased access to other transit facilities or job centers.

Notes on Project-Specific Ratings

Results for each evaluation measure were prepared for each of the proposed projects. The low, medium, and high ratings shown below in Table 3 are intended to facilitate the comparison between proposed projects. These ranges were developed using a relative scale which reflected the range of results witnessed for each measure, using a natural breaks method. The following table summarizes the ranges used to convert the results by measure into the low, medium, or high rating scale shown in the tables for each proposed project.

ACTC_AR0539

Table 3: Rating ranges used in project evaluation

Measure	Low	Medium	High
Net New Riders	0 - 5,000	5,000 - 10,000	>10,000
Passenger Trips per Revenue Vehicle Mile	0 - 5	6 - 20	> 20
Daily Passenger Trips	0 - 5,000	5,000 - 25,000	>25,000
Capital Cost per Net New Rider	>$30	$30 - $10	<$10
Operating Cost	>$10	$10 - $5	<$5
Total Cost per Passenger Trip	>$30	$30 - $10	<$10
Miles of Dedicated Right-of-Way (% of Total Length)	0 - 40%	40% - 70%	>70%
Reduction in Transit Travel Time	<10%	10% - 20%	>20%
Number of Transit Hubs Served	0 - 2	3 - 4	>4
Intermodal Connectivity	0 - 2	3	>3
Number of Households within One-Half Mile of Transit Stops	0 - 10,000	10,000 - 80,000	>80,000
Number of Jobs within One-Half Mile of Transit Stops	0 - 25,000	25,000 - 100,000	>100,000
Support TOD Strategy	Not Applicable		
Number of Communities of Concern Affected	0 - 4	5 - 30	>30
Number of Existing or Planned Major Activity Nodes Served	0 - 2	3	> 3
Customer Experience	Not Applicable		
Compatible with Arterials Plan	All Are Compatible		

Note: ranges apply to results presented in Figure 4 through Figure 19

3.2. Network Evaluation

The intent of presenting an evaluation of the proposed plan at the network level using the measures described above is to provide insight into the combined effect of implementing all the proposed projects on the entire transit network in Alameda County. For the network evaluation, a comparison was made among the Existing Conditions Network (2010) and the Vision Network (2040). Comparing these networks provides insight into the underlying growth in transit demand expected to occur over the next 25 years.

The Alameda CTC model's 2040 baseline condition represents planned land development, major service improvements planned as part of AC Transit's Service Expansion Plan, and transit and highway improvements reflected in the 2040 base scenario of the Alameda CTC model, consistent with Plan Bay Area. The Alameda CTC model includes all local transit improvements in Plan Bay Area in Alameda County as well as all major improvements on all region-serving transit operators. The Vision Network includes all elements of the Baseline Network plus the modifications for the individual projects discussed in Section 1.2.

A comparison of the key metrics for Existing Conditions (2010) and Vision Conditions (2040) shows a strong increase in transit demand with over 100% increase in daily

ACTC_AR0540

passenger trips driven by increases in population, employment, and congestion, as discussed in detail in Technical Memorandum #2. The Vision Network responds to this increased demand for transit by providing key improvements to routes serving some of the most promising markets. The result is a network that provides travel time savings and service quality improvements to over 600,000 riders and also generates an additional 383,000 daily passenger trips when compared to the 2010 Existing Conditions. A summary of the network evaluation is shown in Figure 3.

Figure 3: Network evaluation results



	EXISTING CONDITIONS (2010)	VISION (2040)
PER CAPITA DAILY TRANSIT RIDERSHIP	0.20	0.35
PERCENTAGE OF INTRA-COUNTY TRIPS ON TRANSIT	4.8%	8.0%
PASSENGER TRIPS PER REVENUE VEHICLE MILE	3.1	4.6
DAILY PASSENGER TRIPS	305,000	688,000
MILES OF NEW RIGHT-OF-WAY DEDICATED TO TRANSIT FOR VISION NETWORK	-	73.6* MILES
NUMBER OF HH/JOBS WITHIN HALF-MILE OF TRANSIT STOPS	648,000 HH / 813,000 JOBS	855,000 HH / 1,140,000 JOBS
NUMBER OF COMMUNITIES OF CONCERN AFFECTED**	150	161
GHG EMISSIONS (IN METRIC TONS PER YEAR)	5,572,000	4,232,000

* Depending on implementation, overlap in routes could potentially reduce total miles of dedicated right-of-way
** Assumes the same locations in the future

NOTE: All recommendations presented in this memo are intended to be a conceptual framework, and all routing and stop alignments will require further technical evaluation and public input.

3.3. Project Evaluation

Projects were not ranked for level of importance or for implementation priority in the evaluation process. Future actions will require consideration of project inter-relationships and funding opportunities and constraints that will also play a part in the selection of which projects are implemented and when. Instead, projects were evaluated based on the set of performance measures described in Section 2 to inform the plan development process.

Earlier technical memoranda have established a set of transit service tiers as an organizing structure that has been used to describe and categorize different types of existing and proposed changes to the transit system in Alameda County. The projects included in this evaluation come from two specific transit tiers due to the strong market analysis results that identified these tiers as those where Alameda County has the greatest potential to capture more transit market share: the Regional Express tier and the Urban Rapid tier. To inform future decisions regarding which of the proposed projects will be implemented and in what order, evaluation measures are presented for each project with ratings developed based on a comparison with all other proposed projects. A separate set of ratings is provided in Figures 20 and 21 at the end of this section with ratings based on a comparison of projects only within its respective tier. This second set of tier-specific ratings is provided to allow comparison of similar types of transit service. In particular, the nature of Regional Express type service with more point-to-point longer-distance trips tends to result in lower ridership than the Urban Rapid service tier.

Regional Express Tier

Project-specific evaluation summaries for the Regional Express tier are presented in Figures 4 through 10.

Figure 4: R1 evaluation results

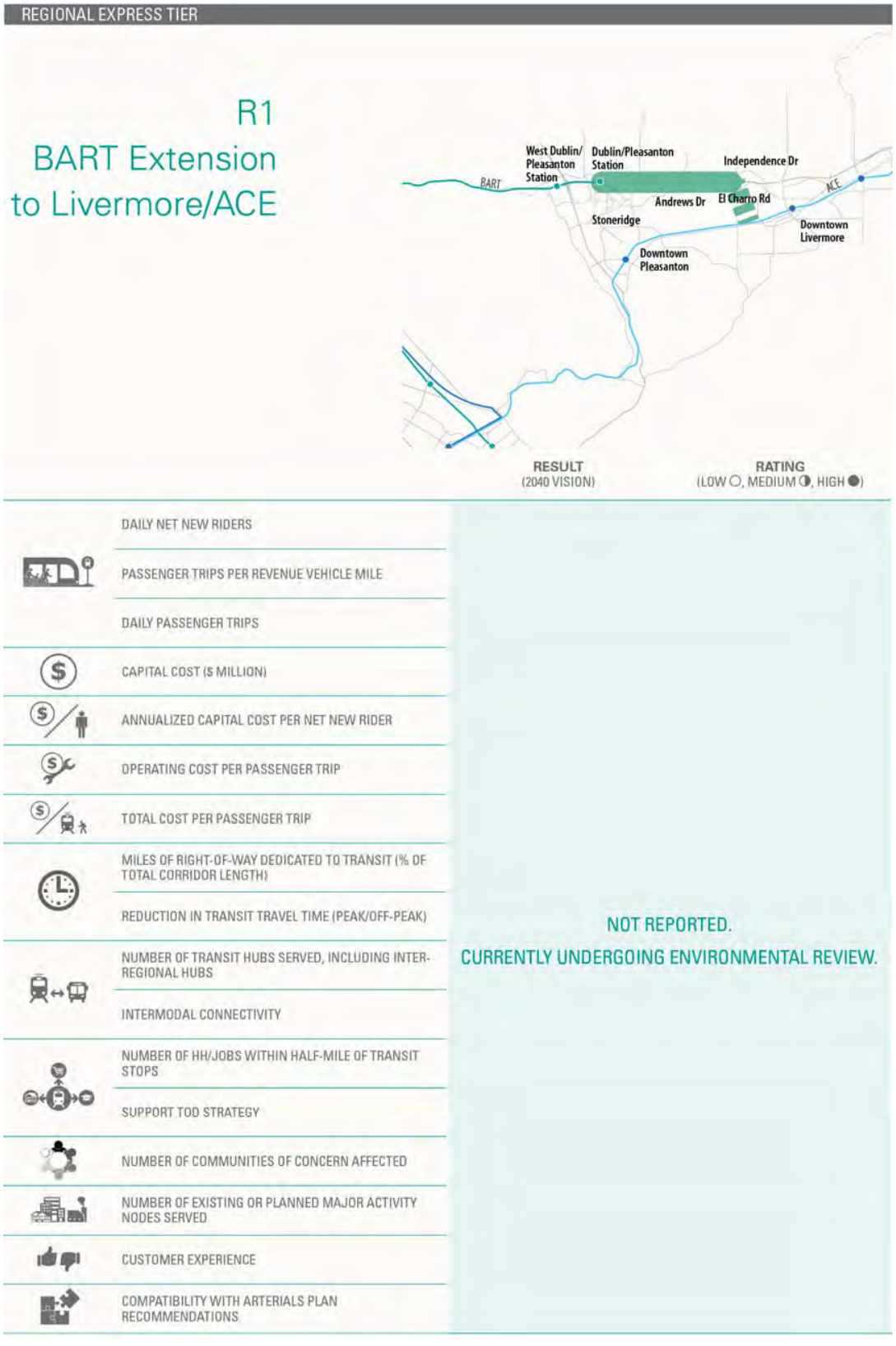
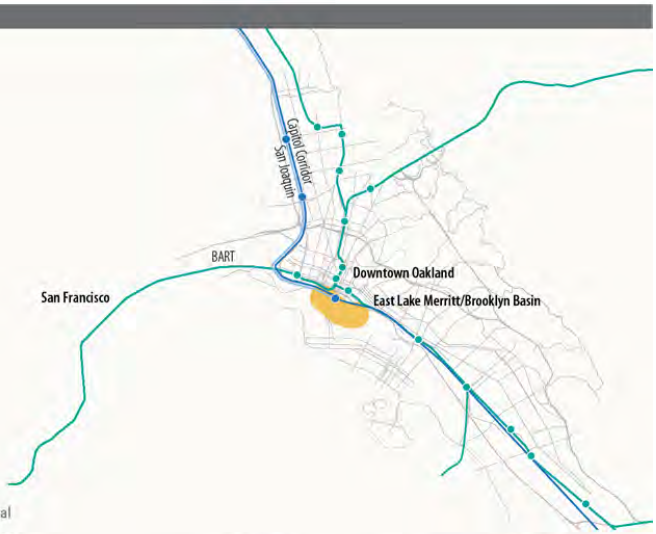


Figure 5: R2 evaluation results

REGIONAL EXPRESS TIER

R2
Brooklyn Basin—SF Ferry Terminal



* Annualized capital cost based on life cycle of asset
** Based on annual operating cost plus annualized capital cost per annual riders
*** Evaluation includes Alameda and Contra Costa counties only

	RESULT (2040 VISION)	RATING (LOW ○, MEDIUM ◑, HIGH ●)
DAILY NET NEW RIDERS	1,800	○
PASSENGER TRIPS PER REVENUE VEHICLE MILE	30	●
DAILY PASSENGER TRIPS	1,800	○
CAPITAL COST ($ MILLION)	$66	UNRATED
ANNUALIZED* CAPITAL COST PER NET NEW RIDER	$8	●
OPERATING COST PER PASSENGER TRIP	$7	◑
TOTAL COST PER PASSENGER TRIP**	$16	◑
MILES OF RIGHT-OF-WAY DEDICATED TO TRANSIT (% OF TOTAL CORRIDOR LENGTH)	100%	●
REDUCTION IN TRANSIT TRAVEL TIME (PEAK/OFF-PEAK)	NO REDUCTION (NEW ROUTE)	UNRATED (NEW ROUTE)
NUMBER OF TRANSIT HUBS SERVED, INCLUDING INTER-REGIONAL HUBS***	1 HUB	○
INTERMODAL CONNECTIVITY***	3 MODES	◑
NUMBER OF HH/JOBS WITHIN HALF-MILE OF TRANSIT STOPS***	8,000 HH / 21,000 JOBS	○ / ○
SUPPORT TOD STRATEGY***	HIGH	●
NUMBER OF COMMUNITIES OF CONCERN AFFECTED***	7	◑
NUMBER OF EXISTING OR PLANNED MAJOR ACTIVITY NODES SERVED	1	○
CUSTOMER EXPERIENCE	SUBSTANTIAL IMPROVEMENT	●
COMPATIBILITY WITH ARTERIALS PLAN RECOMMENDATIONS	COMPATIBLE	●

Figure 6: R3 evaluation results

REGIONAL EXPRESS TIER

R3 Alameda—SF Ferry Terminal



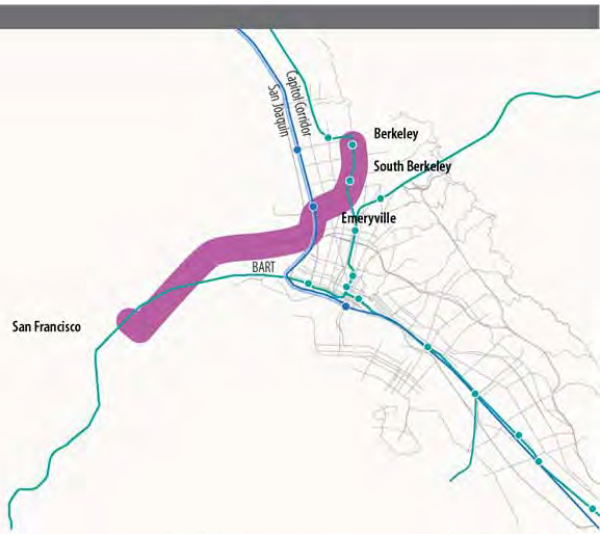
* Annualized capital cost based on life cycle of asset
** Based on annual operating cost plus annualized capital cost per annual riders
*** Evaluation includes Alameda and Contra Costa counties only

	RESULT (2040 VISION)	RATING (LOW ○, MEDIUM ◑, HIGH ●)
DAILY NET NEW RIDERS	2,100	○
PASSENGER TRIPS PER REVENUE VEHICLE MILE	47	●
DAILY PASSENGER TRIPS	6,000	◑
CAPITAL COST ($ MILLION)	$66	UNRATED
ANNUALIZED* CAPITAL COST PER NET NEW RIDER	$7	●
OPERATING COST PER PASSENGER TRIP	$2	●
TOTAL COST PER PASSENGER TRIP**	$5	●
MILES OF RIGHT-OF-WAY DEDICATED TO TRANSIT (% OF TOTAL CORRIDOR LENGTH)	100%	●
REDUCTION IN TRANSIT TRAVEL TIME (PEAK/OFF-PEAK)	NO REDUCTION (NEW ROUTE)	UNRATED (NEW ROUTE)
NUMBER OF TRANSIT HUBS SERVED, INCLUDING INTER-REGIONAL HUBS***	0 HUBS	○
INTERMODAL CONNECTIVITY***	1 MODE	○
NUMBER OF HH/JOBS WITHIN HALF-MILE OF TRANSIT STOPS***	200 HH / 400 JOBS	○ / ○
SUPPORT TOD STRATEGY***	HIGH	●
NUMBER OF COMMUNITIES OF CONCERN AFFECTED***	0	○
NUMBER OF EXISTING OR PLANNED MAJOR ACTIVITY NODES SERVED	1	○
CUSTOMER EXPERIENCE	SUBSTANTIAL IMPROVEMENT	●
COMPATIBILITY WITH ARTERIALS PLAN RECOMMENDATIONS	COMPATIBLE	●

Figure 7: R4 evaluation results

REGIONAL EXPRESS TIER

R4 Berkeley—Emeryville—SF Transbay Transit Center



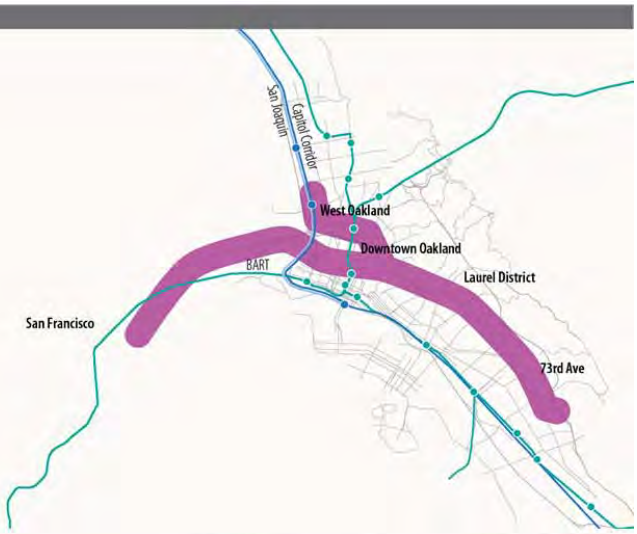
* Annualized capital cost based on life cycle of asset
** Based on annual operating cost plus annualized capital cost per annual riders
*** Evaluation includes Alameda and Contra Costa counties only

	RESULT (2040 VISION)	RATING (LOW ○, MEDIUM ◑, HIGH ●)
DAILY NET NEW RIDERS	2,200	○
PASSENGER TRIPS PER REVENUE VEHICLE MILE	3	○
DAILY PASSENGER TRIPS	6,400	◑
CAPITAL COST ($ MILLION)	$151	UNRATED
ANNUALIZED* CAPITAL COST PER NET NEW RIDER	$11	●
OPERATING COST PER PASSENGER TRIP	$8	◑
TOTAL COST PER PASSENGER TRIP**	$12	◑
MILES OF RIGHT-OF-WAY DEDICATED TO TRANSIT (% OF TOTAL CORRIDOR LENGTH)	4 MILES (63% OF ROUTE NOT INCL. BAY BRIDGE)	◑
REDUCTION IN TRANSIT TRAVEL TIME (PEAK/OFF-PEAK)	-18% / -7%	◑
NUMBER OF TRANSIT HUBS SERVED, INCLUDING INTER-REGIONAL HUBS***	3 HUBS	◑
INTERMODAL CONNECTIVITY***	3 MODES	◑
NUMBER OF HH/JOBS WITHIN HALF-MILE OF TRANSIT STOPS***	41,000 HH / 73,000 JOBS	◑ / ◑
SUPPORT TOD STRATEGY***	HIGH	●
NUMBER OF COMMUNITIES OF CONCERN AFFECTED***	11	◑
NUMBER OF EXISTING OR PLANNED MAJOR ACTIVITY NODES SERVED	1	○
CUSTOMER EXPERIENCE	SUBSTANTIAL IMPROVEMENT	●
COMPATIBILITY WITH ARTERIALS PLAN RECOMMENDATIONS	COMPATIBLE	●

Figure 8: R5 evaluation results

REGIONAL EXPRESS TIER

R5 Eastmont Transit Center—Downtown Oakland—SF Transbay Transit Center



* Annualized capital cost based on life cycle of asset
** Based on annual operating cost plus annualized capital cost per annual riders
*** Evaluation includes Alameda and Contra Costa counties only

	RESULT (2040 VISION)	RATING (LOW ○, MEDIUM ◑, HIGH ●)
DAILY NET NEW RIDERS	9,800	◑
PASSENGER TRIPS PER REVENUE VEHICLE MILE	17	◑
DAILY PASSENGER TRIPS	34,300	●
CAPITAL COST ($ MILLION)	$319	UNRATED
ANNUALIZED* CAPITAL COST PER NET NEW RIDER	$5	●
OPERATING COST PER PASSENGER TRIP	$1	●
TOTAL COST PER PASSENGER TRIP**	$3	●
MILES OF RIGHT-OF-WAY DEDICATED TO TRANSIT (% OF TOTAL CORRIDOR LENGTH)	8.4 MILES (61%)	◑
REDUCTION IN TRANSIT TRAVEL TIME (PEAK/OFF-PEAK)	-32% / -21%	●
NUMBER OF TRANSIT HUBS SERVED, INCLUDING INTER-REGIONAL HUBS***	3 HUBS	◑
INTERMODAL CONNECTIVITY***	4 MODES	●
NUMBER OF HH/JOBS WITHIN HALF-MILE OF TRANSIT STOPS***	105,000 HH / 163,000 JOBS	● / ●
SUPPORT TOD STRATEGY***	HIGH	●
NUMBER OF COMMUNITIES OF CONCERN AFFECTED***	49	●
NUMBER OF EXISTING OR PLANNED MAJOR ACTIVITY NODES SERVED	7	●
CUSTOMER EXPERIENCE	SUBSTANTIAL IMPROVEMENT	●
COMPATIBILITY WITH ARTERIALS PLAN RECOMMENDATIONS	COMPATIBLE	●

Figure 9: R6 evaluation results

REGIONAL EXPRESS TIER

R6 Tri-Cities—Palo Alto



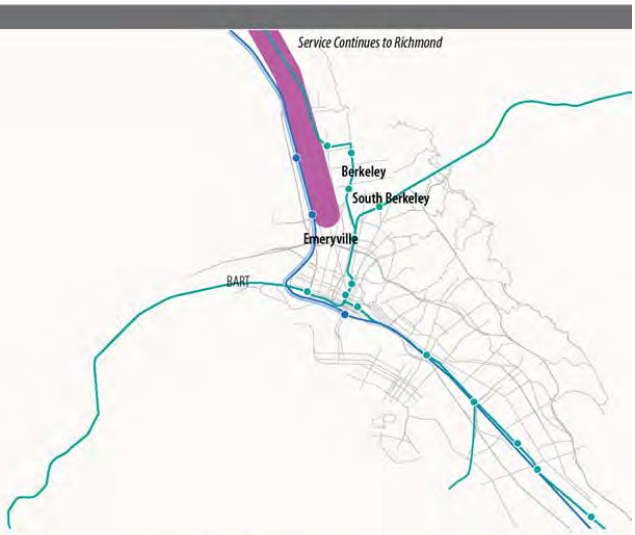
* Annualized capital cost based on life cycle of asset
** Based on annual operating cost plus annualized capital cost per annual riders
*** Evaluation includes Alameda and Contra Costa counties only

	RESULT (2040 VISION)	RATING (LOW ○, MEDIUM ◑, HIGH ●)
DAILY NET NEW RIDERS	1,400	○
PASSENGER TRIPS PER REVENUE VEHICLE MILE	1	○
DAILY PASSENGER TRIPS	4,600	◑
CAPITAL COST ($ MILLION)	$337	UNRATED
ANNUALIZED* CAPITAL COST PER NET NEW RIDER	$28	◑
OPERATING COST PER PASSENGER TRIP	$9	◑
TOTAL COST PER PASSENGER TRIP**	$17	◑
MILES OF RIGHT-OF-WAY DEDICATED TO TRANSIT (% OF TOTAL CORRIDOR LENGTH)	13.1 MILES (47%)	◑
REDUCTION IN TRANSIT TRAVEL TIME (PEAK/OFF-PEAK)	-10% PEAK	◑
NUMBER OF TRANSIT HUBS SERVED, INCLUDING INTER-REGIONAL HUBS***	0 HUBS	○
INTERMODAL CONNECTIVITY***	3 MODES	◑
NUMBER OF HH/JOBS WITHIN HALF-MILE OF TRANSIT STOPS***	37,000 HH / 44,000 JOBS	◑ / ◑
SUPPORT TOD STRATEGY***	MEDIUM	◑
NUMBER OF COMMUNITIES OF CONCERN AFFECTED***	5	◑
NUMBER OF EXISTING OR PLANNED MAJOR ACTIVITY NODES SERVED	0	○
CUSTOMER EXPERIENCE	MODERATE IMPROVEMENT	◑
COMPATIBILITY WITH ARTERIALS PLAN RECOMMENDATIONS	COMPATIBLE	●

Figure 10: R7 evaluation results

REGIONAL EXPRESS TIER

R7 Emeryville—Berkeley—San Rafael



* Annualized capital cost based on life cycle of asset
** Based on annual operating cost plus annualized capital cost per annual riders
*** Evaluation includes Alameda and Contra Costa counties only

		RESULT (2040 VISION)	RATING (LOW ○, MEDIUM ◑, HIGH ●)
	DAILY NET NEW RIDERS	230	○
	PASSENGER TRIPS PER REVENUE VEHICLE MILE	1	○
	DAILY PASSENGER TRIPS	460	○
	CAPITAL COST ($ MILLION)	$70	UNRATED
	ANNUALIZED* CAPITAL COST PER NET NEW RIDER	$44	○
	OPERATING COST PER PASSENGER TRIP	$25	○
	TOTAL COST PER PASSENGER TRIP**	$47	○
	MILES OF RIGHT-OF-WAY DEDICATED TO TRANSIT (% OF TOTAL CORRIDOR LENGTH)	2.5 MILES (13%)	○
	REDUCTION IN TRANSIT TRAVEL TIME (PEAK/OFF-PEAK)	-1% PEAK	○
	NUMBER OF TRANSIT HUBS SERVED, INCLUDING INTER-REGIONAL HUBS***	3 HUBS	◑
	INTERMODAL CONNECTIVITY***	3 MODES	◑
	NUMBER OF HH/JOBS WITHIN HALF-MILE OF TRANSIT STOPS***	51,000 HH / 70,000 JOBS	◑ / ◑
	SUPPORT TOD STRATEGY***	HIGH	●
	NUMBER OF COMMUNITIES OF CONCERN AFFECTED***	15	◑
	NUMBER OF EXISTING OR PLANNED MAJOR ACTIVITY NODES SERVED	1	○
	CUSTOMER EXPERIENCE	MODERATE IMPROVEMENT	◑
	COMPATIBILITY WITH ARTERIALS PLAN RECOMMENDATIONS	COMPATIBLE	●

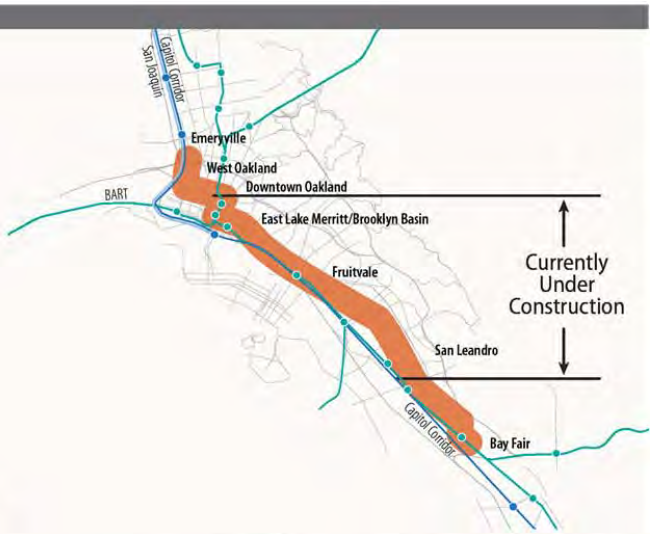
Urban Rapid Tier

Project-specific evaluation summaries for the Urban Rapid tier are presented in Figures 11 through 17.

Figure 11: U1 evaluation results

URBAN RAPID TIER

U1 Emeryville—Bay Fair BART Station



* Annualized capital cost based on life cycle of asset
** Based on annual operating cost plus annualized capital cost per annual riders
*** Evaluation includes Alameda and Contra Costa counties only

	RESULT (2040 VISION)	RATING (LOW ○, MEDIUM ◑, HIGH ●)
DAILY NET NEW RIDERS	18,700	●
PASSENGER TRIPS PER REVENUE VEHICLE MILE	13	◑
DAILY PASSENGER TRIPS	44,400	●
CAPITAL COST ($ MILLION)	$89	UNRATED
ANNUALIZED* CAPITAL COST PER NET NEW RIDER	$1	●
OPERATING COST PER PASSENGER TRIP	$1	●
TOTAL COST PER PASSENGER TRIP**	$2	●
MILES OF RIGHT-OF-WAY DEDICATED TO TRANSIT (% OF TOTAL CORRIDOR LENGTH)	2.8 MILES (60% OF ROUTE NOT CURRENTLY UNDER CONSTRUCTION)	◑
REDUCTION IN TRANSIT TRAVEL TIME (PEAK/OFF-PEAK)	-14% / -5%	◑
NUMBER OF TRANSIT HUBS SERVED, INCLUDING INTER-REGIONAL HUBS***	5 HUBS	●
INTERMODAL CONNECTIVITY***	2 MODES	○
NUMBER OF HH/JOBS WITHIN HALF-MILE OF TRANSIT STOPS***	108,000 HH / 195,000 JOBS	● / ●
SUPPORT TOD STRATEGY***	HIGH	●
NUMBER OF COMMUNITIES OF CONCERN AFFECTED***	60	●
NUMBER OF EXISTING OR PLANNED MAJOR ACTIVITY NODES SERVED	7	●
CUSTOMER EXPERIENCE	SUBSTANTIAL IMPROVEMENT	●
COMPATIBILITY WITH ARTERIALS PLAN RECOMMENDATIONS	COMPATIBLE	●

Figure 12: U2 evaluation results

URBAN RAPID TIER

U2 Richmond—Jack London Square



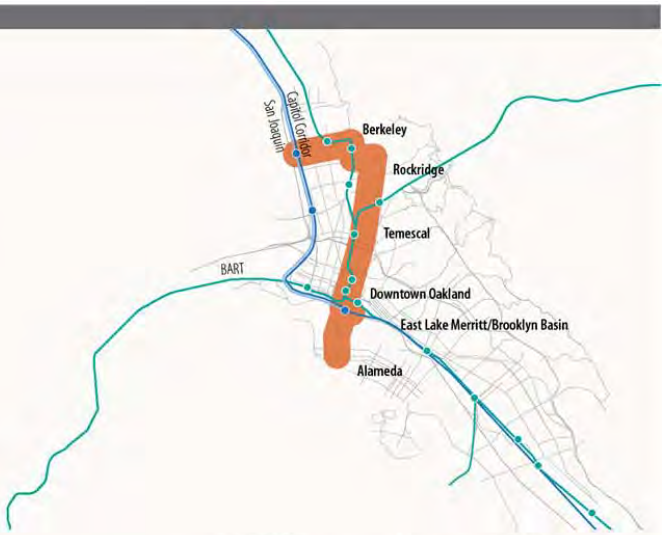
* Annualized capital cost based on life cycle of asset
** Based on annual operating cost plus annualized capital cost per annual riders
*** Evaluation includes Alameda and Contra Costa counties only

	RESULT (2040 VISION)	RATING (LOW ○, MEDIUM ◑, HIGH ●)
DAILY NET NEW RIDERS	16,100	●
PASSENGER TRIPS PER REVENUE VEHICLE MILE	12	◑
DAILY PASSENGER TRIPS	43,600	●
CAPITAL COST ($ MILLION)	$357	UNRATED
ANNUALIZED* CAPITAL COST PER NET NEW RIDER	$4	●
OPERATING COST PER PASSENGER TRIP	$1	●
TOTAL COST PER PASSENGER TRIP**	$3	●
MILES OF RIGHT-OF-WAY DEDICATED TO TRANSIT (% OF TOTAL CORRIDOR LENGTH)	10.6 MILES (66%)	◑
REDUCTION IN TRANSIT TRAVEL TIME (PEAK/OFF-PEAK)	-47% / -25%	●
NUMBER OF TRANSIT HUBS SERVED, INCLUDING INTER-REGIONAL HUBS***	7 HUBS	●
INTERMODAL CONNECTIVITY***	5 MODES	●
NUMBER OF HH/JOBS WITHIN HALF-MILE OF TRANSIT STOPS***	110,000 HH / 218,000 JOBS	● / ●
SUPPORT TOD STRATEGY***	LOW	○
NUMBER OF COMMUNITIES OF CONCERN AFFECTED***	45	●
NUMBER OF EXISTING OR PLANNED MAJOR ACTIVITY NODES SERVED	5	●
CUSTOMER EXPERIENCE	SUBSTANTIAL IMPROVEMENT	●
COMPATIBILITY WITH ARTERIALS PLAN RECOMMENDATIONS	COMPATIBLE	●

Figure 13: U3 evaluation results

URBAN RAPID TIER

U3 Berkeley—Alameda



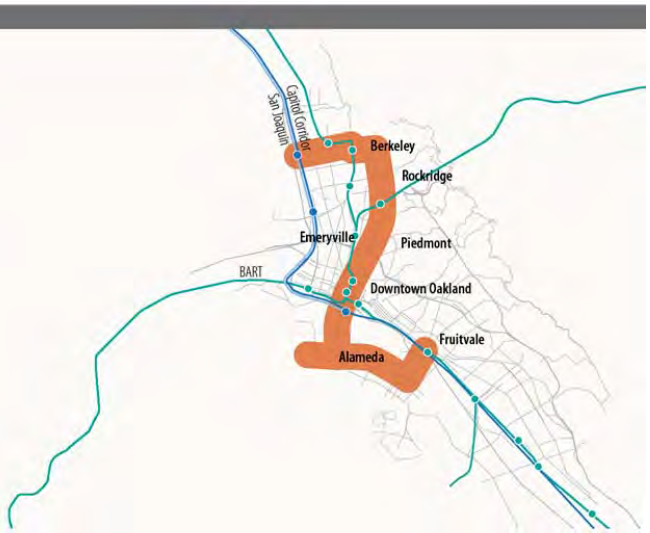
* Annualized capital cost based on life cycle of asset
** Based on annual operating cost plus annualized capital cost per annual riders
*** Evaluation includes Alameda and Contra Costa counties only

	RESULT (2040 VISION)	RATING (LOW ○, MEDIUM ◑, HIGH ●)
DAILY NET NEW RIDERS	21,900	●
PASSENGER TRIPS PER REVENUE VEHICLE MILE	22	●
DAILY PASSENGER TRIPS	35,600	●
CAPITAL COST ($ MILLION)	$170	UNRATED
ANNUALIZED* CAPITAL COST PER NET NEW RIDER	$1	●
OPERATING COST PER PASSENGER TRIP	$1	●
TOTAL COST PER PASSENGER TRIP**	$2	●
MILES OF RIGHT-OF-WAY DEDICATED TO TRANSIT (% OF TOTAL CORRIDOR LENGTH)	4.9 MILES (70%)	◑
REDUCTION IN TRANSIT TRAVEL TIME (PEAK/OFF-PEAK)	-38% / -28%	●
NUMBER OF TRANSIT HUBS SERVED, INCLUDING INTER-REGIONAL HUBS***	3 HUBS	◑
INTERMODAL CONNECTIVITY***	4 MODES	●
NUMBER OF HH/JOBS WITHIN HALF-MILE OF TRANSIT STOPS***	86,000 HH / 218,000 JOBS	● / ●
SUPPORT TOD STRATEGY***	MEDIUM	◑
NUMBER OF COMMUNITIES OF CONCERN AFFECTED***	24	◑
NUMBER OF EXISTING OR PLANNED MAJOR ACTIVITY NODES SERVED	4	●
CUSTOMER EXPERIENCE	SUBSTANTIAL IMPROVEMENT	●
COMPATIBILITY WITH ARTERIALS PLAN RECOMMENDATIONS	COMPATIBLE	●

Figure 14: U4 evaluation results

URBAN RAPID TIER

U4 Berkeley—Fruitvale BART



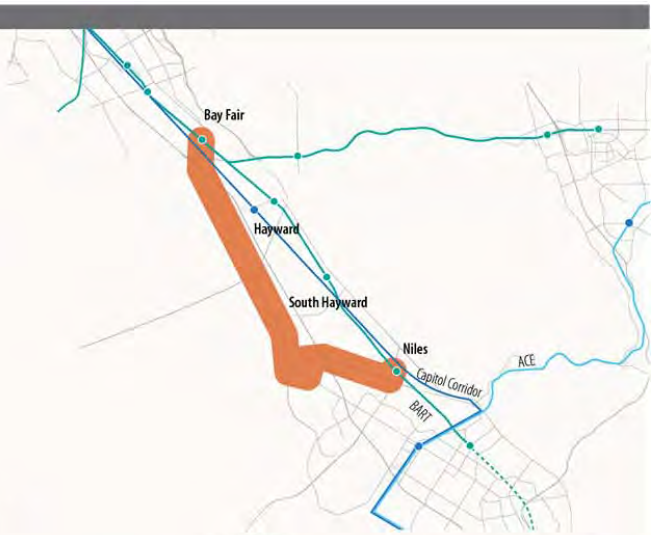
* Annualized capital cost based on life cycle of asset
** Based on annual operating cost plus annualized capital cost per annual riders
*** Evaluation includes Alameda and Contra Costa counties only

	RESULT (2040 VISION)	RATING (LOW ○, MEDIUM ◑, HIGH ●)
DAILY NET NEW RIDERS	8,900	◑
PASSENGER TRIPS PER REVENUE VEHICLE MILE	13	◑
DAILY PASSENGER TRIPS	38,300	●
CAPITAL COST ($ MILLION)	$141	UNRATED
ANNUALIZED* CAPITAL COST PER NET NEW RIDER	$3	●
OPERATING COST PER PASSENGER TRIP	$1	●
TOTAL COST PER PASSENGER TRIP**	$2	●
MILES OF RIGHT-OF-WAY DEDICATED TO TRANSIT (% OF TOTAL CORRIDOR LENGTH)	0 MILES (0%)	○
REDUCTION IN TRANSIT TRAVEL TIME (PEAK/OFF-PEAK)	-17% / -18%	◑
NUMBER OF TRANSIT HUBS SERVED, INCLUDING INTER-REGIONAL HUBS***	6 HUBS	●
INTERMODAL CONNECTIVITY***	4 MODES	●
NUMBER OF HH/JOBS WITHIN HALF-MILE OF TRANSIT STOPS***	112,000 HH / 245,000 JOBS	● / ●
SUPPORT TOD STRATEGY***	HIGH	●
NUMBER OF COMMUNITIES OF CONCERN AFFECTED***	27	◑
NUMBER OF EXISTING OR PLANNED MAJOR ACTIVITY NODES SERVED	4	●
CUSTOMER EXPERIENCE	MODERATE IMPROVEMENT	◑
COMPATIBILITY WITH ARTERIALS PLAN RECOMMENDATIONS	COMPATIBLE	●

Figure 15: U5 evaluation results

URBAN RAPID TIER

U5
Bay Fair BART—Union City BART



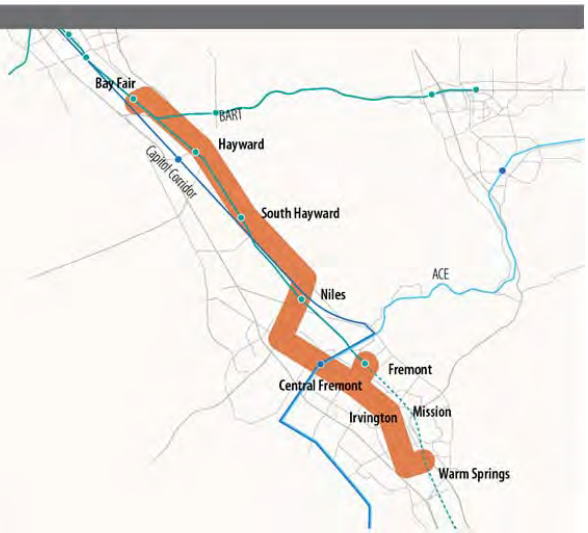
* Annualized capital cost based on life cycle of asset
** Based on annual operating cost plus annualized capital cost per annual riders
*** Evaluation includes Alameda and Contra Costa counties only

	RESULT (2040 VISION)	RATING (LOW ○, MEDIUM ◑, HIGH ●)
DAILY NET NEW RIDERS	2,600	○
PASSENGER TRIPS PER REVENUE VEHICLE MILE	7	◑
DAILY PASSENGER TRIPS	9,300	◑
CAPITAL COST ($ MILLION)	$89	UNRATED
ANNUALIZED* CAPITAL COST PER NET NEW RIDER	$6	●
OPERATING COST PER PASSENGER TRIP	$5	●
TOTAL COST PER PASSENGER TRIP**	$6	●
MILES OF RIGHT-OF-WAY DEDICATED TO TRANSIT (% OF TOTAL CORRIDOR LENGTH)	0 MILES (0%)	○
REDUCTION IN TRANSIT TRAVEL TIME (PEAK/OFF-PEAK)	-22% / -28%	●
NUMBER OF TRANSIT HUBS SERVED, INCLUDING INTER-REGIONAL HUBS***	2 HUBS	○
INTERMODAL CONNECTIVITY***	5 MODES	●
NUMBER OF HH/JOBS WITHIN HALF-MILE OF TRANSIT STOPS***	37,000 HH / 43,000 JOBS	◑ / ◑
SUPPORT TOD STRATEGY***	HIGH	●
NUMBER OF COMMUNITIES OF CONCERN AFFECTED***	12	◑
NUMBER OF EXISTING OR PLANNED MAJOR ACTIVITY NODES SERVED	1	○
CUSTOMER EXPERIENCE	MODERATE IMPROVEMENT	◑
COMPATIBILITY WITH ARTERIALS PLAN RECOMMENDATIONS	COMPATIBLE	●

Figure 16: U6 evaluation results

URBAN RAPID TIER

U6 Bay Fair BART—Warm Springs BART



* Annualized capital cost based on life cycle of asset
** Based on annual operating cost plus annualized capital cost per annual riders
*** Evaluation includes Alameda and Contra Costa counties only

	RESULT (2040 VISION)	RATING (LOW ○, MEDIUM ◑, HIGH ●)
DAILY NET NEW RIDERS	14,300	●
PASSENGER TRIPS PER REVENUE VEHICLE MILE	6	◑
DAILY PASSENGER TRIPS	20,700	◑
CAPITAL COST ($ MILLION)	$393	UNRATED
ANNUALIZED* CAPITAL COST PER NET NEW RIDER	$4	●
OPERATING COST PER PASSENGER TRIP	$3	●
TOTAL COST PER PASSENGER TRIP**	$6	●
MILES OF RIGHT-OF-WAY DEDICATED TO TRANSIT (% OF TOTAL CORRIDOR LENGTH)	16 MILES (100%)	●
REDUCTION IN TRANSIT TRAVEL TIME (PEAK/OFF-PEAK)	-48% / -34%	●
NUMBER OF TRANSIT HUBS SERVED, INCLUDING INTER-REGIONAL HUBS***	6 HUBS	●
INTERMODAL CONNECTIVITY***	3 MODES	◑
NUMBER OF HH/JOBS WITHIN HALF-MILE OF TRANSIT STOPS***	84,000 HH / 83,000 JOBS	● / ◑
SUPPORT TOD STRATEGY***	MEDIUM	◑
NUMBER OF COMMUNITIES OF CONCERN AFFECTED***	19	◑
NUMBER OF EXISTING OR PLANNED MAJOR ACTIVITY NODES SERVED	3	◑
CUSTOMER EXPERIENCE	SUBSTANTIAL IMPROVEMENT	●
COMPATIBILITY WITH ARTERIALS PLAN RECOMMENDATIONS	COMPATIBLE	●

Figure 17: U7 evaluation results

URBAN RAPID TIER

U7 W. Dublin/ Pleasanton BART— Livermore/ACE



* Annualized capital cost based on life cycle of asset
** Based on annual operating cost plus annualized capital cost per annual riders
*** Evaluation includes Alameda and Contra Costa counties only

	RESULT (2040 VISION)	RATING (LOW ○, MEDIUM ◑, HIGH ●)
DAILY NET NEW RIDERS	900	○
PASSENGER TRIPS PER REVENUE VEHICLE MILE	4	○
DAILY PASSENGER TRIPS	4,000	◑
CAPITAL COST ($ MILLION)	$372	UNRATED
ANNUALIZED* CAPITAL COST PER NET NEW RIDER	$71	○
OPERATING COST PER PASSENGER TRIP	$5	●
TOTAL COST PER PASSENGER TRIP**	$20	◑
MILES OF RIGHT-OF-WAY DEDICATED TO TRANSIT (% OF TOTAL CORRIDOR LENGTH)	11.3 MILES (86%)	●
REDUCTION IN TRANSIT TRAVEL TIME (PEAK/OFF-PEAK)	-13% PEAK	◑
NUMBER OF TRANSIT HUBS SERVED, INCLUDING INTER-REGIONAL HUBS***	2 HUBS	○
INTERMODAL CONNECTIVITY***	4 MODES	●
NUMBER OF HH/JOBS WITHIN HALF-MILE OF TRANSIT STOPS***	27,000 HH / 69,000 JOBS	◑ / ◑
SUPPORT TOD STRATEGY***	LOW	○
NUMBER OF COMMUNITIES OF CONCERN AFFECTED***	0	○
NUMBER OF EXISTING OR PLANNED MAJOR ACTIVITY NODES SERVED	3	◑
CUSTOMER EXPERIENCE	SUBSTANTIAL IMPROVEMENT	●
COMPATIBILITY WITH ARTERIALS PLAN RECOMMENDATIONS	COMPATIBLE	●

3.4. Summary evaluation and comparison of projects

Figures 18 and 19 provide a comparison of the results of the project performance measures and the ratings of projects by measure when compared against all other proposed projects. Figure 18 in particular provides a wealth of information that facilitates comparison of individual projects against others and provides insight into characteristics of groups of projects. The following are some general findings based on a review of the summary evaluation:

- Capital costs range from a low of $66 million for the ferry projects to a high of $392 million for U6 Bay Fair BART – Warm Springs BART, a 16-mile-long dedicated busway.
- Operating costs per passenger trip are generally below $10/passenger trip, with the exception of R7 (Emeryville-Berkeley-San Rafael), which is estimated at $25/passenger trip primarily due to low estimated ridership.
- The net new riders measure varies dramatically from a low of 230 daily new riders for R7 (Emeryville-Berkeley-San Rafael) to a high of 21,900 daily new riders for U3 (Berkeley-Alameda).
- Although they are generally correlated, the ability to generate net new riders does not always correspond to total daily ridership. For example, U3 (Berkeley-Alameda) generates 21,900 net new daily riders and 35,600 daily passenger trips. U4 (Berkeley-Fruitvale BART) generates far fewer new riders (8,900 net new riders) but has higher overall ridership at 38,300 daily passenger trips.
- All projects, with the exception of R7, provide significant efficiency improvements with travel time reductions ranging from 10% to 48%. These travel time savings represent significant benefits to both existing and new riders that should be considered when evaluating projects.
- Generally, projects with more dedicated right-of-way for transit tend to provide greater reduction in travel time. However, even projects without dedicated transit lanes (U4 and U5, for example) generate significant travel time savings (17% and 22%, respectively) through the implementation of other transit operational improvements.
- Capital cost per net new rider varies from a low of $1 for U1 (Emeryville-Bay Fair BART) to a high of $71 for U7 (W. Dublin/Pleasanton BART-Livermore).
- The three projects with the lowest estimated net new riders (R6, R7, and U7) also have the highest costs per net new rider at $28, $44, and $71 respectively.

Figure 18: Summary of evaluation results, all projects

	R1 BART EXTENSION TO LIVERMORE/ACE	R2 BROOKLYN BASIN—SF FERRY TERMINAL	R3 ALAMEDA—SF FERRY TERMINAL	R4 BERKELEY—EMERYVILLE—SF TRANSBAY TRANSIT CENTER	R5 EASTMONT TRANSIT CENTER—DOWNTOWN OAKLAND—SF TRANSBAY TRANSIT CENTER	R6 TRI-CITIES—PALO ALTO	R7 EMERYVILLE—BERKELEY—SAN RAFAEL	U1 EMERYVILLE—BAY FAIR BART STATION	U2 RICHMOND—JACK LONDON SQUARE	U3 BERKELEY—ALAMEDA	U4 BERKELEY—FRUITVALE BART	U5 BAY FAIR BART—UNION CITY BART	U6 BAY FAIR BART—WARM SPRINGS BART	U7 W. DUBLIN/PLEASANTON BART—LIVERMORE/ACE
DAILY NET NEW RIDERS	NOT REPORTED. CURRENTLY UNDERGOING ENVIRONMENTAL REVIEW.	1,800	2,100	2,200	9,800	1,400	230	18,700	16,100	21,900	8,900	2,600	14,300	900
PASSENGER TRIPS PER REVENUE VEHICLE MILE		30	47	3	17	1	1	13	12	22	13	7	6	4
DAILY PASSENGER TRIPS		1,800	6,000	6,400	34,300	4,600	460	44,400	43,600	35,600	38,300	9,300	20,700	4,000
CAPITAL COST ($ MILLION)		$66	$66	$151	$319	$337	$70	$89	$357	$170	$141	$89	$393	$372
ANNUALIZED* CAPITAL COST PER NET NEW RIDER		$8	$7	$11	$5	$28	$44	$1	$4	$1	$3	$6	$4	$71
OPERATING COST PER PASSENGER TRIP		$7	$2	$8	$1	$9	$25	$1	$1	$1	$1	$5	$3	$5
TOTAL COST PER PASSENGER TRIP**		$16	$5	$12	$3	$17	$47	$2	$3	$2	$2	$6	$6	$20
MILES OF RIGHT-OF-WAY DEDICATED TO TRANSIT (% OF TOTAL CORRIDOR LENGTH)		100%	100%	4 MILES (63% OF ROUTE NOT INCL. BAY BRIDGE)	8.4 MILES (61%)	13.1 MILES (47%)	2.5 MILES (13%)	2.8 MILES (60% OF ROUTE NOT CURRENTLY UNDER CONSTRUCTION)	10.6 MILES (66%)	4.9 MILES (70%)	0 MILES (0%)	0 MILES (0%)	16 MILES (100%)	11.3 MILES (86%)
REDUCTION IN TRANSIT TRAVEL TIME (PEAK/OFF-PEAK)		NO REDUCTION (NEW ROUTE)	NO REDUCTION (NEW ROUTE)	-18% / -7%	-32% / -21%	-10% PEAK	-1% PEAK	-14% / -5%	-47% / -25%	-38% / -28%	-17% / -18%	-22% / -28%	-48% / -34%	-13% PEAK
NUMBER OF TRANSIT HUBS SERVED, INCLUDING INTER-REGIONAL HUBS***		1 HUB	0 HUBS	3 HUBS	3 HUBS	0 HUBS	3 HUBS	5 HUBS	7 HUBS	3 HUBS	6 HUBS	2 HUBS	6 HUBS	2 HUBS
INTERMODAL CONNECTIVITY***		3 MODES	1 MODE	3 MODES	4 MODES	3 MODES	3 MODES	2 MODES	5 MODES	4 MODES	4 MODES	5 MODES	3 MODES	4 MODES
NUMBER OF HH/JOBS WITHIN HALF-MILE OF TRANSIT STOPS***		8,000 HH / 21,000 JOBS	200 HH / 400 JOBS	41,000 HH / 73,000 JOBS	105,000 HH / 163,000 JOBS	37,000 HH / 44,000 JOBS	51,000 HH / 70,000 JOBS	108,000 HH / 195,000 JOBS	110,000 HH / 218,000 JOBS	86,000 HH / 218,000 JOBS	112,000 HH / 245,000 JOBS	37,000 HH / 43,000 JOBS	84,000 HH / 83,000 JOBS	27,000 HH / 69,000 JOBS
SUPPORT TOD STRATEGY***		HIGH	HIGH	HIGH	HIGH	MEDIUM	HIGH	HIGH	LOW	MEDIUM	HIGH	HIGH	MEDIUM	LOW
NUMBER OF COMMUNITIES OF CONCERN AFFECTED***		7	0	11	49	5	15	60	45	24	27	12	19	0
NUMBER OF EXISTING OR PLANNED MAJOR ACTIVITY NODES SERVED		1	1	1	7	0	1	7	5	4	4	1	3	3
CUSTOMER EXPERIENCE		SUBSTANTIAL IMPROVEMENT	SUBSTANTIAL IMPROVEMENT	SUBSTANTIAL IMPROVEMENT	SUBSTANTIAL IMPROVEMENT	MODERATE IMPROVEMENT	MODERATE IMPROVEMENT	SUBSTANTIAL IMPROVEMENT	SUBSTANTIAL IMPROVEMENT	SUBSTANTIAL IMPROVEMENT	MODERATE IMPROVEMENT	MODERATE IMPROVEMENT	SUBSTANTIAL IMPROVEMENT	SUBSTANTIAL IMPROVEMENT
COMPATIBILITY WITH ARTERIALS PLAN RECOMMENDATIONS		COMPATIBLE	COMPATIBLE	COMPATIBLE	COMPATIBLE	COMPATIBLE	COMPATIBLE	COMPATIBLE	COMPATIBLE	COMPATIBLE	COMPATIBLE	COMPATIBLE	COMPATIBLE	COMPATIBLE

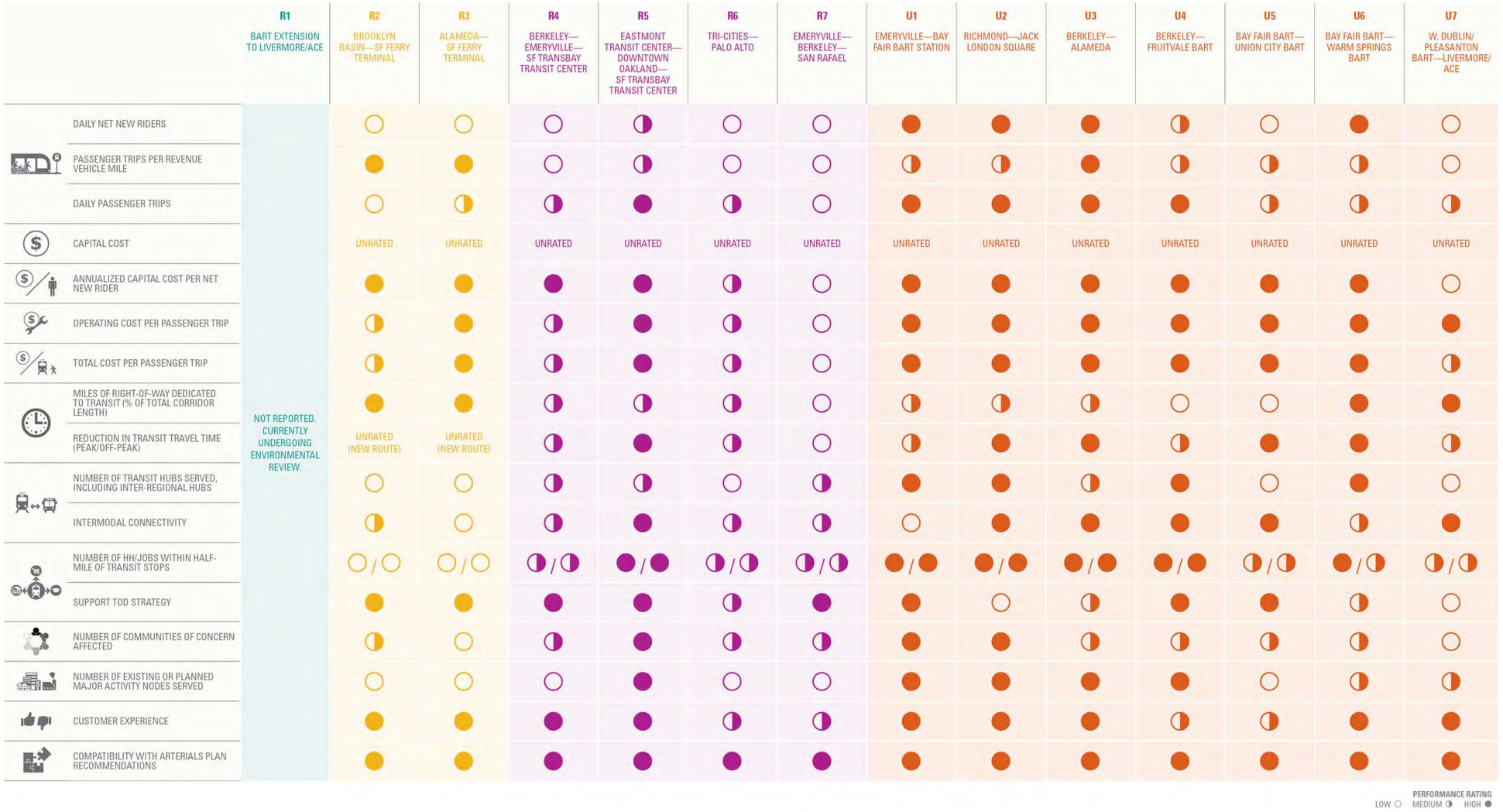
* Annualized capital cost based on life cycle of asset

** Based on annual operating cost plus annualized capital cost per annual riders

*** Evaluation includes Alameda and Contra Costa counties only

ACTC_AR0560

Figure 19: Summary of evaluation ratings, comparing all projects



ACTC_AR0561

Secondary comparison of projects relative to respective tiers

In this section project ratings of low, medium, and high values were assigned based on a rating scale developed specifically for each tier, using a similar natural breaks method that was used when comparing all projects. Note, the Regional Express tier and the Urban Rapid tier present some challenges for interpretation of the comparisons between the projects, which related to large differences in scale for the types of projects recommended. The Regional Express Tier contains two ferry projects that are very unique in their operating characteristics, and R5, which contains characteristics of both the Urban Rapid tier and the Regional Express tier. The differences between the tiers and projects present challenges to comparisons, but the analysis still determined it is relevant to compare projects within (in addition to across) tiers.

In general, the tier-specific ratings shifted some of the ratings, but the relative patterns did not vary dramatically. Examples of specific changes are the improvement of R5 from a medium score for Daily Net New Riders to a high score, and R2, R3, R4, and R6 from a low rating to a medium. Another example of a ratings change resulting from the tier-specific comparison are projects U4, U5, and U6, which change from all high ratings when compared to all projects for the operating cost per passenger trip but were only rated as low, medium, and low, respectively, when compared only against Urban Rapid tier projects.

Figure 20: Summary of Regional Express ratings relative to project tier

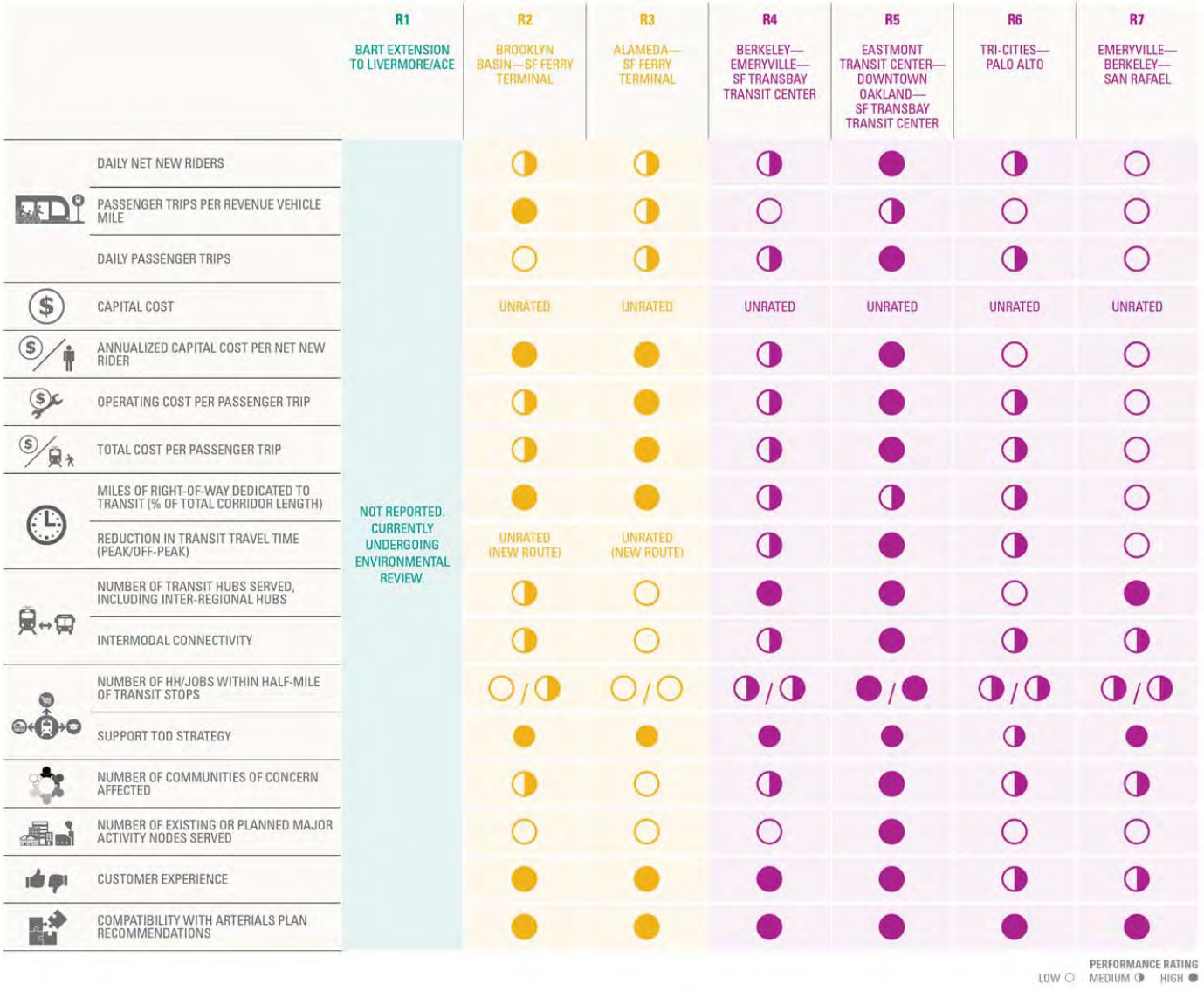


Figure 21: Summary of Urban Rapid ratings relative to project tier

	U1 EMERYVILLE—BAY FAIR BART STATION	U2 RICHMOND—JACK LONDON SQUARE	U3 BERKELEY—ALAMEDA	U4 BERKELEY—FRUITVALE BART	U5 BAY FAIR BART—UNION CITY BART	U6 BAY FAIR BART—WARM SPRINGS BART	U7 W. DUBLIN/PLEASANTON BART—LIVERMORE/ ACE
DAILY NET NEW RIDERS	●	●	●	◑	○	●	○
PASSENGER TRIPS PER REVENUE VEHICLE MILE	◑	◑	●	◑	○	○	○
DAILY PASSENGER TRIPS	●	●	●	●	○	◑	○
CAPITAL COST	UNRATED	UNRATED	UNRATED	UNRATED	UNRATED	UNRATED	UNRATED
ANNUALIZED CAPITAL COST PER NET NEW RIDER	●	●	●	●	●	●	○
OPERATING COST PER PASSENGER TRIP	●	●	●	●	○	◑	○
TOTAL COST PER PASSENGER TRIP	●	●	●	●	◑	◑	○
MILES OF RIGHT-OF-WAY DEDICATED TO TRANSIT (% OF TOTAL CORRIDOR LENGTH)	◑	◑	◑	○	○	●	●
REDUCTION IN TRANSIT TRAVEL TIME (PEAK/OFF-PEAK)	○	●	●	◑	◑	●	○
NUMBER OF TRANSIT HUBS SERVED, INCLUDING INTER-REGIONAL HUBS	◑	●	◑	●	○	◑	○
INTERMODAL CONNECTIVITY	○	●	●	●	●	◑	●
NUMBER OF HH/JOBS WITHIN HALF-MILE OF TRANSIT STOPS	●/◑	●/●	◑/●	●/●	○/○	◑/○	○/○
SUPPORT TOD STRATEGY	●	○	◑	●	●	◑	○
NUMBER OF COMMUNITIES OF CONCERN AFFECTED	●	●	◑	◑	◑	◑	○
NUMBER OF EXISTING OR PLANNED MAJOR ACTIVITY NODES SERVED	●	●	●	●	○	◑	◑
CUSTOMER EXPERIENCE	●	●	●	◑	◑	●	●
COMPATIBILITY WITH ARTERIALS PLAN RECOMMENDATIONS	●	●	●	●	●	●	●

PERFORMANCE RATING
LOW ○ MEDIUM ◑ HIGH ●

Attachment A – Technical Notes

Notes on Analysis for Selected Measures

Attachment A provides additional detail regarding the methods used to calculate and summarize the selected performance measures for the proposed projects.

Measures:

- Number of households and jobs within one-half mile of transit stops
- Number of Communities of Concern affected
- Number of transit hubs served

Analysis Notes:

GIS software was used to compute statistics for each potential project to assess the number of households, jobs, Communities of Concern, and transit hubs. A one-half-mile buffer (radius) was applied around the alignment centerline for each proposed project. For any census tracts or traffic analysis zones that were partially within a buffer, a relative percentage was applied. For example, if 43% of a traffic analysis zone was within the buffer for a given project, 43% of the zone's jobs were assumed to be within the buffer area.

Measure:

- Capital costs

Analysis Notes:

Unit costs, design, and contingency assumptions for the capital cost analysis are shown in the following table in 2015 dollars.

Category	Element	Assumptions	Unit	Quantity	Cost per Unit	Cost
Roadway/Track	Light rail track		Mile	0	$ 125,900,000	$ -
	Exclusive Bus Lanes	Concrete lanes	Mile	0	$ 7,460,000	$ -
	Semi-Exclusive Bus Lanes	Concrete lanes	Mile	0	$ 3,030,000	$ -
	Mixed Flow		Mile	0	$ -	$ -
	Transit Priority Zone	Bus mall (allows autos)	Mile	0	$ 470,000	
	Bus turntable		Each	0	$ 1,000,000	$ -
	Queue jumps		Each	0	$ 320,000	$ -
	Curb Extensions		Each	0	$ 37,500	$ -
Stations	Light rail	2-sided station	Each	0	$ 600,000	$ -
	BRT Median	2-sided station	Each	0	$ 400,000	$ -
	BRT Curbside		Each	0	$ 300,000	$ -
	Rapid Bus Stop		Each	0	$ 200,000	$ -
	Enhanced Bus Stop-High	1/2 stops with shelter	Each	0	$ 150,000	$ -
	Enhanced Bus Stop-Low	1/2 stops w/o shelter	Each	0	$ 50,000	$ -
	Relocated Local Bus stops	Per Corridor	Lump sum	0	$ 20,000	$ -
Support Facilities	Operator restrooms	2 per corridor	Each	0	$ 225,000	$ -
	New Maintenance Facility	LRT Only	Lump Sum	0	$ 100,000,000	$ -
Systems	Transit Signal Priority	Includes controller upgrade	Per Intersection	0	$ 45,000	$ -
	Transit Signal Priority	Without controller upgrade	Per Intersection	0	$ 20,000	$ -
	Adaptive signal control	From other projects	Per Intersection	0	$ 50,000	$ -
	Real-Time Information	Rapid/BRT/LRT only	Per Station/Stop	0	$ 17,500	$ -
	Off-Board Fare Collection	BRT/LRT only	Per Station/Stop	0	$ 25,000	$ -
Construction Subtotal						**$ -**
Property Acquisition		BRT/LRT only	Lump Sum	0		$ -
Vehicles		BRT: 60'; zero-emission; 2-sided	Each	0	$ 1,500,000	$ -
		For Rapid Bus: 40' hybrid	Each	0	$ 777,000	$ -
		For Enhanced Bus: 40' hybrid	Each	0	$ 771,000	$ -
Branding/Marketing			Percentage	2.0%		$ -
Project Development	Design/Engineering		Percentage	15.0%		$ -
	Agency Costs		Percentage	7.0%		$ -
	Construction Management		Percentage	10.0%		$ -
	Environmental/Inspections/Legal		Percentage	6.0%		$ -
Subtotal						$ -
Contingency		**Assume 35% of total**	**Percentage**	35.0%		$ -
Total Cost (Current Year Dollars)						$ -

Measure:

- Operating cost per passenger trip.

Analysis Notes:

Cost information provided by transit operators.

Measure:

- Total cost per passenger trip

Analysis Notes:

Both operating costs and capital costs were annualized and then divided by forecasts of annual passenger trips. Capital cost annualization factors were based on the following assumed lifespans for the major categories of the unit cost elements.

Major Cost Category	Assumed Life Span (in years)
Roadway	30
Stations	30
Support Facilities	30
Systems	10
Property	30
Vehicles	12
Marketing/Project Development	30
Contingency	30

Notes on Project-Specific Ratings

Results for each evaluation measure were prepared for each of the proposed projects. Ratings are intended to facilitate the comparison between proposed projects and were therefore developed using a relative scale developed after reviewing the results for all projects and using a natural breaks method to group results into appropriate rating categories. The following table summarizes the ranges used to convert the results by measure into the low, medium, or high rating scale shown in the tables for each proposed project. The concept of natural breaks or cluster analysis was used to assign project ratings. The analysis includes the task of grouping a set of objects (or in this case scores) in such a way that objects in the same group (called a cluster) are more similar (in some sense or another) to each other than to those in other groups (clusters). Analysis of clusters itself is not one specific algorithm, but the general task to be solved. It can be achieved by various algorithms that differ significantly in their notion of what constitutes a cluster and how to efficiently find them. This type of analysis is not an automatic task, but an iterative process of knowledge discovery or interactive multi-objective optimization that involves trial and failure.

Measure	Low	Medium	High
Net New Riders	0 - 5,000	5,000 - 10,000	>10,000
Passenger Trips per Revenue Vehicle Mile	0 - 5	6 - 20	> 20
Daily Passenger Trips	0 - 5,000	5,000 - 25,000	>25,000
Capital Cost per Net New Rider	>$30	$30 - $10	<$10
Operating Cost	>$10	$10 - $5	<$5
Total Cost per Passenger Trip	>$30	$30 - $10	<$10
Miles of Dedicated Right-of-Way (% of Total Length)	0 - 40%	40% - 70%	>70%
Reduction in Transit Travel Time	<10%	10% - 20%	>20%
Number of Transit Hubs Served	0 - 2	3 - 4	>4
Number of Households within One-Half Mile of Transit Stops	0 - 10,000	10,000 - 80,000	>80,000
Number of Jobs within One-Half Mile of Transit Stops	0 - 25,000	25,000 - 100,000	>100,000
Number of Communities of Concern Affected	0 - 4	5 - 30	>30
Number of Existing or Planned Major Activity Nodes Served	0-2	3	>3
Customer Experience	Not Applicable		
Compatible with Arterials Plan	All Are Compatible		

Attachment B – Modeling and Evaluation Methodology

General Modeling Methodology

There are two general approaches to transit forecasting. **Synthetic** methods forecast ridership based on information on land uses, travel behavior, and the modes and routes available to travelers. These are usually combined into a four-step model such as the Alameda CTC Travel Demand Model**.**

Incremental approaches, in contrast, are based on observed transit usage and forecast changes using elasticities for whatever type of change is being made (fares, frequency, etc.). The forecast change in ridership is then applied to the base ridership to get the forecast of ridership after the change in fares, frequency, etc.

Both methods are considered valid by FTA but there are situations where one is preferred over the other. Generally speaking, synthetic methods function best when forecasting the effects of large- scale changes such as the growth in regional population and employment over a multi-decade period. Synthetic methods are preferred when forecasting the effects of small-scale projects that are not represented in regional models, such as queue jumps and bulb-outs.

For the current study, a combination of synthetic and incremental approaches was used to capture the advantages of each and overcome the limitations that either approach would have if used alone. The synthetic approach was used to estimate 2040 baseline ridership as well as analyze proposed changes to route alignment or line extensions. Incremental methods were then used to estimate the likely percentage changes to travel time and ridership from improvements such as frequency of service, stop reduction, transit lanes, bulb-outs, and queue jumps. These percentage changes were then applied to the 2040 baseline ridership and travel times.

The Alameda CTC model was created in 2007 based on MTC's BAYCAST model. The model covers the entire MTC region, but has added detail within Alameda County. The model was subsequently updated in 2009 with new land use forecasts, a new truck model, and a post-processor to estimate travel-related greenhouse gas emissions. The mode split component of the ACTC model was copied from the VTA model, which has more detail than the BAYCAST model. Specifically, within the transit portion of the mode split model, the ACTC model has five modes with walk access (local bus, express bus, light rail, commuter rail, and BART) and two modes with drive access (park and ride, kiss and ride). The current version was released in 2015 and includes the land use and

transportation assumptions in the current Regional Transportation Plan/Sustainable Communities Strategy[3].

Generally, the travel model was used to forecast 2040 Baseline conditions, and incremental methods were used for 2040 Plus Project conditions. Travel times were estimated first, so changes in travel time could inform the ridership forecasting through the incremental method.

Transit Travel Time Methodology

Existing peak and uncongested travel times for each corridor were used as the starting point for calculating the change in travel time for each alternative and to form the baseline travel time comparison for the alternatives. AC Transit staff provided existing peak and uncongested travel times for most of their corridors. For Adeline and all corridors with other operators actual performance data was not available, so existing travel times were based on transit schedules.

Travel times for the 2040 Baseline scenario were estimated by applying the percentage change in travel time between the 2010 model and 2040 model to the existing peak travel times. This represents the change in travel delay due to the increase road congestion anticipated in 2040. Uncongested average speeds were assumed to stay the same as existing, with the only changes in uncongested travel time being those that result from changes in route length or alignment.

The incremental method was used to examine most changes that are planned for each corridor and develop estimates for changes in travel time resulting from those changes. The travel time savings computed for each corridor were calculated based on the aggregate accumulated travel time savings of the individual improvements. The travel time savings generated by each element were based on an analysis of the time savings for that improvement using observations from various transit systems found in literature. Given the preliminary nature of the work at this point, the exact number and specific location of the various elements was not known for some corridors. In those instances, an estimate, based on the type of corridor improvement, was developed. For example, it was assumed that there will typically be three stops per mile along a Rapid Bus corridor. Parsons Brinckerhoff worked with AC Transit to develop these assumptions used in situations where more specific information is not available at this planning stage of project development.

The elements which were analyzed for travel time savings are as follows:

[3] *Plan Bay Area, Strategy for a Sustainable Region,* Metropolitan Transportation Commission, Adopted July 18, 2013

- Curb extensions
  - Computed as eight seconds saved per curb extension[4] multiplied by the number of curb extensions on the corridor
- Queue-jump lanes
  - Computed as 8.5 seconds saved per queue-jump lane[5] multiplied by the number of queue-jump lanes on the corridor
- Tranist lanes and Transit Priority Zones
  - First the delay due to congestion (minutes/mile) was computed as the difference between peak and uncongested travel time divided by distance.
  - Transit lanes were assigned a transit lanes factor to reduce congestion delay. The factors were 0.8 for exclusive transit lanes and light rail track and 0.5 for semi- exclusive (curb-running) lanes and Transit Priority Zones. The 0.8 factor for exclusive lanes means that buses operating in those lanes would escape congestion delay 80% of the time but would still be affected by congestion 20% of the time, such as at signalized intersections.
  - Time savings was computed as congestion delay per mile multiplied by the miles of transit lanes multiplied by the transit lanes factor.
  - This resulted time savings per mile consistent with values from other studies[6].
  - Transit travel in mixed traffic was assumed to have no travel time savings compared to the Baseline condition (*i.e.* transit lanes factor = 0).
  - The LRT scenario for the Telegraph corridor was assumed to be entirely exclusive lanes.
- Transit Signal Priority (TSP) and Adaptive Signal Control (ASC)
  - Calculated per signalized intersection
  - Assumed an average of six seconds savings per signalized intersection[7]
  - Benefits of TSP and ASC have been shown to not be additive[8]
- Dwell time at stops/stations

[4] TCRP Synthesis 83 - Bus and Rail Transit Preferential Treatments in Mixed Traffic, TRB 2010 - Table 24

[5] TCRP Synthesis 83 - Bus and Rail Transit Preferential Treatments in Mixed Traffic, TRB 2010 - Chapter 6, Page 67

[6] TCRP Synthesis 83 - Bus and Rail Transit Preferential Treatments in Mixed Traffic, TRB 2010 – Chapter 6, Page 69

[7] TCRP Synthesis 83 - Bus and Rail Transit Preferential Treatments in Mixed Traffic, TRB 2010 - Figures 49 through 52

[8] Integrating Transit Signal Priority within Adaptive Traffic Signal Control Systems, Research Paper by Dion & Rakha, 2005

  - Enhanced and Rapid bus assume current average dwell times of 25 and 20 seconds respectively.
  - BRT assumes a 15-second dwell time per stop as a result of off-board fare collection allowing multi-door boarding, raised passenger platforms providing level boarding, faster access for people using wheelchairs, and faster access for those bringing bicycles on board. The 15 second dwell time was based on experience from Lane Transit District and Community Transit BRT lines which have similar BRT features at their stations. BRT vehicles were assumed to have the same benefit as curb extensions in regard to stopping and re-entering the traffic stream as curb extensions for a savings of 8 seconds per stop. This yields a total of 18-seconds travel time savings per BRT stop. These assumptions apply to projects: R4, R5, U1, U2, U3 and U6.

- Stop spacing
  - Stop spacing for Urban Rapid and Regional Express tiers was assumed to be one-third-mile with exceptions for special conditions (e.g. cross-bay bridges) and the Hesperian corridor.
- Changes in route alignment
  - For changes in route alignment and route extensions, travel time was assumed to change proportionally with change in route length (*i.e.* travel speed would be similar).

Travel time savings for items such as transit lanes and transit signal priority vary from corridor to corridor depending on traffic congestion, the number of signalized intersections, speed limits, and other specific corridor attributes. Uncongested travel time is less subject to other vehicles on the roadway or intersection delays and so the benefits of congestion-avoidance measures, such as exclusive lanes, are smaller during uncongested hours. Benefits of transit lanes were therefore not credited to uncongested travel time. Curb extensions, TSP/ASC intersections, and queue jump lanes were assumed to have half the travel time savings at uncongested travel times as during peak times.

Travel time comparisons between existing service, Year 2040 Baseline, and the Year 2040 with corridor improvements are complicated by changes in routing, including several corridors that are to be extended. For this reason, travel time was analyzed in two ways. In order to provide an assessment of the impact of the proposed corridor improvements, travel time was considered using common sections of the corridor, allowing for an "apples to apples" comparison. In addition, full corridor travel time, including any extensions, was also calculated to provide the basis for determining corridor operating cost and vehicle requirements.

Ridership Estimating Methodology

AC Transit's bus routes are represented in the model as a series of points along the road system, some of which are designated as stops. Ridership is estimated based on comparison of the overall cost of using transit versus using some other mode, for each origin-destination pair. The costs of taking the bus include:

- If walk access, then walk time from home to bus stop. If kiss-and-ride access, then drive time. If park-and-ride access, then drive time and parking costs. Access costs occur at both the origin end and the destination end of the trip.
- Wait time at the bus stop, which is a function of service frequency. The model allows for different headways for peak- and off-peak hours.
- Bus travel time, which is computed based on auto travel time, for example 30% more than auto travel time along the same roadway segment. This formulation allows the model to reflect the effect of congested conditions on both auto and bus travel times.
- Fares

Each model run generates two ridership figures. One is based on AM weekday peak period conditions (traffic levels, headways, etc.) and is used to represent the six peak hours of the day (three hours in the AM and three hours in the PM). The other figure is based on weekday mid-day conditions (speeds, headways, etc.) and represents all off-peak hours. Weekends, holidays, and special events are not represented in the Alameda CTC model.

As is the case with virtually all four-step models, the Alameda CTC model is much more accurate for auto travel than for transit, especially bus transit. The model is validated (tested for accuracy) at the level of daily ridership by transit operator. In other words, the model is expected to provide a good estimate of total daily ridership for each transit operator, but is not validated for more detailed levels of analysis, such as ridership on individual lines at different times of the day.

Knowing this, forecasters use models of this type mainly for comparative purposes. For example, the model may be 40% off on its base forecast for ridership on a route, but can still give a reasonable forecast of the percentage increase in ridership from shortening the headways, which can then be applied to the actual ridership. It can also provide a reasonable indication of which of three alternative routes, A, B, or C, is likely to attract the most riders. But this model cannot provide accurate forecasts of the effects of microscale changes such as queue jumps or curb extensions, whose effects are small in relation to the model's margin of error.

A combination of the Alameda CTC model and existing ridership data was used to estimate 2040 baseline ridership. Specifically, the model was used to forecast the

growth in ridership on each route, and the growth factor was then applied to actual measured existing ridership.

The Alameda CTC model's 2040 baseline condition represents planned land development, major service improvements planned as part of AC Transit's Service Expansion Plan (SEP), and transit and highway improvements reflected in the 2040 base scenario of the Alameda CTC model, consistent with Plan Bay Area. The Alameda CTC model includes all local transit improvements in Plan Bay Area in Alameda County as well as all major improvements on all region-serving transit operators (such as BART and AC Transit).

Growth in ridership between the base year (2010) and future year (2040) was applied to the known existing ridership on a line-by-line basis consistent with the ratio method or the difference method.[9] The ratio method and the difference method eliminate certain types of imperfections in the forecast of background traffic and therefore improve the accuracy of traffic forecasts. Because existing ridership data is from 2014, growth between 2010 and 2040 was factored down to reflect 26 years of growth rather than the 30 years represented in the model. Where there is no existing service, the modeled 2040 value was directly used.

Changes in ridership and travel time due to new/extended routes were synthetically modeled with a modified Project 2040 version of the Alameda CTC model that includes all project changes. Service frequency and transit lanes were also represented in the Plus Project model run in order to quantify system-wide performance.

The incremental method was used to examine the change in ridership resulting from changes in travel time, frequency, and other qualitative enhancements. Using established ridership elasticities, estimates were made for the ridership impact of the specific improvements, which were then aggregated to determine the ridership impact

[9] The ratio method and the difference method are two ways to correct for some of the error inherent in a model, which is by definition a simplification of reality. Essentially, the methods compute either the ratio or arithmetic difference between the modeled version of existing conditions and actual measured existing values. Then the ratio or difference is applied to the future modeled conditions. Another way to think about the application of the two methods is that we want to isolate the changes in travel patterns that occur between two modeled scenarios (one of which represents existing conditions) and apply those changes to actual existing conditions to produce forecasts of the scenario condition. In most cases the ratio method was used, except when doing so produced unrealistic forecasts (i.e., when the base condition model values are very small). (Both methods are described in more detail NCHRP Report 255, *Highway Traffic Data for Urbanized Area Project Planning and Design*, Transportation Research Board, 1982.)

Ratio: Forecast = Existing value X (Scenario model value / Base model value)
Difference: Forecast = Existing value + (Scenario model value – Base model value)

for the corridor. The ridership elasticity with respect to travel time was set as -0.6[10], which means that a 10% reduction in travel time would yield a 6% increase in ridership. The ridership elasticity for headways was set as -0.5[11], or in other words, a 10% decrease in headways would result in a 5% increase in ridership.

In addition, elements such as real-time passenger information and branding, which do not result in direct travel time savings, have been shown to have positive ridership impact. The FTA has established equivalent travel time credits for these elements that were used to determine the ridership impact of those improvements. Consistent with FTA, we assumed that real time traveler information (dynamic scheduling) would have a travel time credit of one-minute. The travel time elasticity was then applied to this additional one-minute savings to find the expected increase in ridership. This benefit was assumed for corridors that would add this enhancement and not already have it in the 2040 Baseline condition. Note that this equivalent one-minute time savings was only used for estimating ridership, and not counted toward the travel time forecast.

Route extensions, such as the Warm Springs extension on U6 Bay Fair BART to Warm Springs BART, were forecast separately, using the model to obtain a forecast volume for the last segment of the existing route and for the proposed extension. The existing ridership for the last segment of the existing route was compared with the forecast ridership to obtain a factor for how much the model is over- or underestimating ridership at the end of the line. The factor was then applied to the forecast ridership for the extension.

VMT and RVH Methodology

Vehicle-miles-traveled (VMT) is a key input in evaluating greenhouse gas (GHG) emissions. VMT was estimated for buses, autos, and ferries for existing, 2040 Baseline, and 2040 Plus Project conditions. The unit of analysis was Alameda County. For autos this means all VMT on roads within Alameda County. All VMT for transit vehicles that travel to/from or within Alameda County for AC Transit, LAVTA, Union City, and WETA are included.

In parallel to estimating VMT for transit, revenue-vehicle-hours (RVH) was also estimated.

Existing Conditions

[10] John F. Kain and Zvi Liu (1999), "Secrets of Success," *Transportation Research A*, Vol. 33, No. 7/8, Sept./Nov. 1999, pp. 601-624.

[11] Todd A. Litman (2013), "Understanding Transport Demands and Elasticities: How Prices and Other Factors Affect Travel Behavior." Victoria Transport Policy Institute, 2013. page 52; at www.vpti.org/elasticities.pdf

Existing VMT for Alameda County was found from existing sources for each mode.

Bus

Total annual bus revenue-vehicle-miles (RVM) for AC Transit, LAVTA, and Union City was 18,880,734. The following ratios of deadhead miles relative to revenue-miles were used to calculate total vehicle miles from revenue miles.

- AC Transit: 0.155 (2013 Annual Performance Report Data)
- LAVTA: 0.140 (2014 Operating Statistics)
- Union City: 0.155 (data unavailable, assumed to be the same as AC Transit)

Accounting for the deadhead miles, the existing total annual bus travel was computed as 21.8M vehicle-miles.

Similarly, existing RVH was obtained from operator statistics, with a total annual RVH of 1.68M.

Auto

Alameda County daily auto VMT was 40,243,280 in 2013 according to Caltrans[12]. This VMT number was annualized by a factor of 365 days/year. A distribution of Alameda County VMT by 5-mph-speed strata was taken from the ACTC model.

Ferry

Alameda County serving ferries traveled 155,000 vehicle-miles annually according to WETA who report 122,697 revenue-miles and a 0.261 deadhead to revenue ratio for fiscal year 2015. Existing annual RVH for WETA service servicing Alameda County is 8,430.

2040 Baseline

Bus

Ideally, vehicle-miles for buses would be added up from each line based on the number of trips and length of route. Because this information is not readily available for the 2040 baseline scenario, we used the transit coding in the travel model to estimate the change in service between the base and future years. The model does represent peak and off-peak headways and distances for each line, but does not represent hours of service, or headways for other time periods such as late night or weekends. The service-miles modeled for 2010 and 2040 baseline scenarios were summarized and a

[12] Caltrans, California Public Road Data 2013: Statistical Information Derived from the Highway Performance Monitoring System. November 2014. Page 16. Available at: http://www.dot.ca.gov/hq/tsip/hpms/hpmslibrary/prd/2013prd/2013PRD-revised.pdf

ACTC_AR0578

21% increase in service was found. This increase was applied to the existing bus vehicle miles traveled to compute an estimate of 2040 Baseline bus-miles.

Similarly, the amount of RVH was extracted from the base and future ACTC models to find a percentage increase from existing. The resulting 27% increase in bus service was applied to the existing RVH to calculate 2040 Baseline RVH.

Auto

The ACTC model summarizes daily VMT by county. The amount of VMT growth was calculated from the 2010 and 2040 Baseline models, and used to estimate the auto VMT in Alameda County for 2040. This number was also annualized by a factor of 365 days/year. A distribution of auto VMT by speed was also extracted from the ACTC model for 2040 as it was for 2010. These distributions were applied to 2040 auto VMT as part of the GHG analysis.

Ferry

Revenue vehicle hours for the planned San Francisco—Berkeley ferry were added to the existing ferry RVH to find total ferry RVH for 2040 Baseline.

2040 Plus Project

Bus

The VMT and RVH for project corridors was estimated for both the 2040 Baseline and 2040 Plus Project conditions, and the net new bus VMT and RVH were added to the 2040 bus VMT and RVH. For AC Transit corridors (including the Dumbarton Express), AC Transit provided calculations of annual revenue-miles for the Plus Project condition based on the number of buses per weekday and weekend-day and route lengths. AC Transit also provided calculations for annual RVH based on run times and number of buses. WSP | PB performed similar calculations for the LAVTA and GGT corridors as well as the 2040 Baseline condition for the AC Transit corridors. Revenue-miles were converted to bus VMT using the deadhead to revenue mile ratio, and the bus VMT and RHV were annualized based assuming 255 weekdays and 110 weekend days/holiday. Then the net new bus VMT, or difference between Baseline and Plus Project VMT, was added to the 2040 Baseline bus VMT to yield 2040 Plus Project bus VMT. The same procedure was then used to determine 2040 Plus Project bus RVH.

ACTC_AR0579

Auto

The Alameda CTC model covers too large a region to accurately measure the VMT effects of corridor-specific transit improvements.[13] The change in auto VMT was therefore estimated based on the number of trips switching to transit from driving.

The travel model results show that the total number of person trips will be the same with and without the transit projects, indicating that trips shift mode from auto to transit. This means that person-trips by auto would be reduced by the same amount as the net new transit trips taken as the total from the corridors-level (off-model) ridership forecasts.

A vehicle occupancy rate of 1.2 persons per vehicle was applied to estimate the number of vehicle trips replaced by transit trips. An average vehicle trip length was determined based on the average trip length for Alameda County transit trips (9.1 miles) in the travel model, because these trips would be the same length as auto trips which are eligible for a mode-shift to transit. The reduction in auto VMT was computed as the number of eliminated auto trips X the average trip length. Applying the reduction to the 2040 Baseline auto VMT yields 2040 Plus Project auto VMT.

Ferry

The project modifies ferry service between San Francisco and Oakland/ Alameda and extends service to Brooklyn Basin. Based on the planned frequencies, distances, and service hours, the project generates a net increase in ferry VMT by 53,500 annually. This net increase was added to the 2040 Baseline ferry VMT to find the 2040 Plus Project ferry VMT. The same process was used to determine 2040 Plus Project RVH.

[13] Specifically, the model's estimate of a 0.07% reduction from 2040 Baseline conditions to 2040 Plus Project conditions is too small in relation to the model's margin of error to be considered a reliable estimate. The problem is that the model covers an area with millions of auto trips and the random calculation errors in model runs (rounding, etc.) for such high volumes swamps the effect of local transit improvements.

Attachment C – GHG Emissions Evaluation Methodology

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MEMORANDUM

To:	Sudhish Verma
From:	Ivy Edmonds-Hess
Date:	March 17, 2016
Project Name:	Alameda CTC Countywide Transit Plan
Project Number:	13347A
Subject:	Greenhouse Gas Emissions Evaluation

As part of the evaluation process for the Alameda Countrywide Transit Plan, performance measures are being used to compare the plan to existing conditions (2010) and future baseline conditions (2040). One of the performance measures is reduction of greenhouse gas (GHG) emissions.

This memo summarizes the evaluation methodology followed and the results of the analysis.

Evaluation Methodology

The Plan has the potential to affect GHG emissions from changes in roadway traffic and passenger ferry service. The Plan's impact on roadway traffic is reflected in changes in the region's vehicle miles traveled (VMT) and associated vehicle speeds. Changes to passenger ferry service can also affect the miles traveled by the ferries and the associated consumption of fuel.

Gases that trap heat in the atmosphere are often referred to as GHGs. As concentrations of GHGs increase, the Earth's temperature also increases. While some GHGs occur naturally, many are generated by human activities such as the burning of fossil fuels. Since more than 80 percent of the total amount of greenhouse gases is carbon dioxide (CO_2)[1], changes to CO_2 emissions from the proposed Plan were used as an indicator of impacts from all greenhouse gases.

CO_2 emissions were calculated and are presented in Attachment 2 to this memo. The calculations for on-road motor vehicles are based on VMT in the study area, travel speed distributions, and emission factors determined by the EPA-approved emission factor model EMFAC2014, developed by the California Air Resources Board (CARB). It is assumed that all buses will be zero emissions by 2040.

[1] U.S. Energy Information Administration, Emissions of Greenhouse Gases in the U.S., March 31, 2011.

Since the EMFAC2014 model only addresses emissions from on-road motor vehicles, a different methodology was used to address emissions from passenger ferries. In January 2016, CARB released Draft Greenhouse Gas Quantification Methodology for the California State Transportation Agency Transit and Intercity Rail Capital Program[2]. In Appendix E of this document ferry emission factors are provided by fuel type. Since the amount of fuel to be consumed by current and future ferry service was not readily available, information in an article in Issue 2001-4 of Energies magazine entitled "Comparison of Ferry Boat and Highway Bridge Energy Use"[3] was used. Table 1 of this article presented 2008 diesel fuel consumption rates for selected U.S. ferry boat operators. This survey included the fuel consumption rate of 0.12 mile per gallon of diesel fuel for the Golden Gate Ferry Service. This was used as estimate for the ferries specified in the Plan.

Evaluation Results

CO_2 emissions estimated based on the 2010 Existing, 2040 Baseline, and 2040 Plus Project VMT are presented in the table below. The emissions are summarized by autos, trucks, buses, and ferries.

It was estimated that the 2010 Existing condition generates 5.57 million metric tons of CO_2. The 2040 Baseline condition, with an estimate of 4.27 million metric tons of CO_2, shows an improvement compared to the 2010 Existing condition. The EMFAC2014 model assumes that future emission factors will be reduced as more GHG regulations and programs are implemented and newer, cleaner vehicle technologies come to market. These improvements in emissions are more than enough to offset the increase in VMT between 2010 and 2040 due to growth.

The Project would generate approximately 4.23 million metric tons of CO_2, a slight decrease of about 40,000 metric tons or 0.9 percent compared to the 2040 Baseline condition.

[2] California Air Resources Board, Draft Greenhouse Gas Quantification Methodology for the California State Transportation Agency Transit and Intercity Rail Capital Program, Greenhouse Gas Reduction Fund FY 2016-17, Appendix E - Ferry Emission Factor Lookup Table, January 12, 2016.

[3] Cottrell, Wayne D., Comparison of Ferry Boat and Highway Bridge Energy Use, Table 1 - Year 2008 Diesel Fuel Consumption by Selected U.S. Ferry Boat Operators, Energies, Issue 2011-4, Published January, 27, 2011.

Total GHG Emissions (metric tons/year)

	2010 Existing	2040 Baseline	2040 Plus Project
Total Light-Duty Autos	3,181,591	2,162,828	2,126,097
Total Trucks (including light, medium, and heavy-duty)	2,331,852	2,080,563	2,070,971
Total Bus	40,686	0	0
Total Ferry	17,670	29,184	35,340
Overall Total	**5,571,799**	**4,272,574**	**4,232407**

ATTACHMENT 1

2010 AND 2040

EMFAC2014

MODEL OUTPUT

EMFAC2014 (v1.0.7) Emission Rates
Region Type: County
Region: Alameda
Calendar Year: 2010
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, g/mile for RUNEX, PMBW and PMTW

Region	CalYr	VehClass	Speed	Fuel	CO2_RUNEX
Alameda	2010	LDA	5	GAS	1082.135
Alameda	2010	LDA	5	DSL	862.646
Alameda	2010	LDA	10	GAS	799.478
Alameda	2010	LDA	10	DSL	718.666
Alameda	2010	LDA	15	GAS	615.593
Alameda	2010	LDA	15	DSL	591.100
Alameda	2010	LDA	20	GAS	493.371
Alameda	2010	LDA	20	DSL	484.894
Alameda	2010	LDA	25	GAS	408.779
Alameda	2010	LDA	25	DSL	406.459
Alameda	2010	LDA	30	GAS	352.356
Alameda	2010	LDA	30	DSL	352.068
Alameda	2010	LDA	35	GAS	314.656
Alameda	2010	LDA	35	DSL	318.262
Alameda	2010	LDA	40	GAS	291.493
Alameda	2010	LDA	40	DSL	297.822
Alameda	2010	LDA	45	GAS	280.710
Alameda	2010	LDA	45	DSL	287.673
Alameda	2010	LDA	50	GAS	280.053
Alameda	2010	LDA	50	DSL	288.406
Alameda	2010	LDA	55	GAS	290.763
Alameda	2010	LDA	55	DSL	301.794
Alameda	2010	LDA	60	GAS	312.915
Alameda	2010	LDA	60	DSL	327.181
Alameda	2010	LDA	65	GAS	349.503
Alameda	2010	LDA	65	DSL	367.817
Alameda	2010	LDT1	5	GAS	1245.686
Alameda	2010	LDT1	5	DSL	1021.619
Alameda	2010	LDT1	10	GAS	920.634
Alameda	2010	LDT1	10	DSL	859.965
Alameda	2010	LDT1	15	GAS	708.870
Alameda	2010	LDT1	15	DSL	713.053
Alameda	2010	LDT1	20	GAS	567.974
Alameda	2010	LDT1	20	DSL	585.827
Alameda	2010	LDT1	25	GAS	470.630
Alameda	2010	LDT1	25	DSL	491.195
Alameda	2010	LDT1	30	GAS	405.618
Alameda	2010	LDT1	30	DSL	424.745

EMFAC2014 (v1.0.7) Emission Rates
Region Type: County
Region: Alameda
Calendar Year: 2010
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, g/mile for RUNEX, PMBW and PMTW

Region	CalYr	VehClass	Speed	Fuel	CO2_RUNEX
Alameda	2010	LDT1	35	GAS	362.231
Alameda	2010	LDT1	35	DSL	383.348
Alameda	2010	LDT1	40	GAS	335.593
Alameda	2010	LDT1	40	DSL	357.787
Alameda	2010	LDT1	45	GAS	323.159
Alameda	2010	LDT1	45	DSL	344.967
Alameda	2010	LDT1	50	GAS	322.436
Alameda	2010	LDT1	50	DSL	345.540
Alameda	2010	LDT1	55	GAS	334.723
Alameda	2010	LDT1	55	DSL	361.291
Alameda	2010	LDT1	60	GAS	360.218
Alameda	2010	LDT1	60	DSL	391.352
Alameda	2010	LDT1	65	GAS	402.331
Alameda	2010	LDT1	65	DSL	439.576
Alameda	2010	LDT2	5	GAS	1483.692
Alameda	2010	LDT2	5	DSL	1152.531
Alameda	2010	LDT2	10	GAS	1096.267
Alameda	2010	LDT2	10	DSL	970.162
Alameda	2010	LDT2	15	GAS	844.114
Alameda	2010	LDT2	15	DSL	804.424
Alameda	2010	LDT2	20	GAS	676.464
Alameda	2010	LDT2	20	DSL	660.896
Alameda	2010	LDT2	25	GAS	560.494
Alameda	2010	LDT2	25	DSL	554.138
Alameda	2010	LDT2	30	GAS	483.111
Alameda	2010	LDT2	30	DSL	479.172
Alameda	2010	LDT2	35	GAS	431.425
Alameda	2010	LDT2	35	DSL	432.471
Alameda	2010	LDT2	40	GAS	399.677
Alameda	2010	LDT2	40	DSL	403.634
Alameda	2010	LDT2	45	GAS	384.884
Alameda	2010	LDT2	45	DSL	389.172
Alameda	2010	LDT2	50	GAS	383.996
Alameda	2010	LDT2	50	DSL	389.818
Alameda	2010	LDT2	55	GAS	398.665
Alameda	2010	LDT2	55	DSL	407.587
Alameda	2010	LDT2	60	GAS	429.035
Alameda	2010	LDT2	60	DSL	441.500

EMFAC2014 (v1.0.7) Emission Rates
Region Type: County
Region: Alameda
Calendar Year: 2010
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, g/mile for RUNEX, PMBW and PMTW

Region	CalYr	VehClass	Speed	Fuel	CO2_RUNEX
Alameda	2010	LDT2	65	GAS	479.198
Alameda	2010	LDT2	65	DSL	495.904
Alameda	2010	LHD1	5	GAS	1407.491
Alameda	2010	LHD1	5	DSL	1304.151
Alameda	2010	LHD1	10	GAS	1384.385
Alameda	2010	LHD1	10	DSL	1096.342
Alameda	2010	LHD1	15	GAS	961.714
Alameda	2010	LHD1	15	DSL	716.003
Alameda	2010	LHD1	20	GAS	834.980
Alameda	2010	LHD1	20	DSL	610.285
Alameda	2010	LHD1	25	GAS	765.398
Alameda	2010	LHD1	25	DSL	541.264
Alameda	2010	LHD1	30	GAS	694.647
Alameda	2010	LHD1	30	DSL	491.527
Alameda	2010	LHD1	35	GAS	694.647
Alameda	2010	LHD1	35	DSL	491.527
Alameda	2010	LHD1	40	GAS	692.036
Alameda	2010	LHD1	40	DSL	478.070
Alameda	2010	LHD1	45	GAS	688.858
Alameda	2010	LHD1	45	DSL	466.320
Alameda	2010	LHD1	50	GAS	726.452
Alameda	2010	LHD1	50	DSL	488.874
Alameda	2010	LHD1	55	GAS	765.398
Alameda	2010	LHD1	55	DSL	510.856
Alameda	2010	LHD2	5	GAS	1500.695
Alameda	2010	LHD2	5	DSL	1375.554
Alameda	2010	LHD2	10	GAS	1557.657
Alameda	2010	LHD2	10	DSL	1222.498
Alameda	2010	LHD2	15	GAS	1095.748
Alameda	2010	LHD2	15	DSL	813.780
Alameda	2010	LHD2	20	GAS	958.966
Alameda	2010	LHD2	20	DSL	694.095
Alameda	2010	LHD2	25	GAS	867.150
Alameda	2010	LHD2	25	DSL	618.547
Alameda	2010	LHD2	30	GAS	783.770
Alameda	2010	LHD2	30	DSL	557.831
Alameda	2010	LHD2	35	GAS	783.770
Alameda	2010	LHD2	35	DSL	557.831

EMFAC2014 (v1.0.7) Emission Rates
Region Type: County
Region: Alameda
Calendar Year: 2010
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, g/mile for RUNEX, PMBW and PMTW

Region	CalYr	VehClass	Speed	Fuel	CO2_RUNEX
Alameda	2010	LHD2	40	GAS	765.867
Alameda	2010	LHD2	40	DSL	537.456
Alameda	2010	LHD2	45	GAS	747.817
Alameda	2010	LHD2	45	DSL	516.627
Alameda	2010	LHD2	50	GAS	779.625
Alameda	2010	LHD2	50	DSL	535.655
Alameda	2010	LHD2	55	GAS	815.121
Alameda	2010	LHD2	55	DSL	554.429
Alameda	2010	MCY	5	GAS	515.789
Alameda	2010	MCY	10	GAS	382.576
Alameda	2010	MCY	15	GAS	294.523
Alameda	2010	MCY	20	GAS	235.329
Alameda	2010	MCY	25	GAS	195.158
Alameda	2010	MCY	30	GAS	167.980
Alameda	2010	MCY	35	GAS	150.066
Alameda	2010	MCY	40	GAS	139.143
Alameda	2010	MCY	45	GAS	133.905
Alameda	2010	MCY	50	GAS	133.748
Alameda	2010	MCY	55	GAS	138.655
Alameda	2010	MCY	60	GAS	149.190
Alameda	2010	MCY	65	GAS	166.609
Alameda	2010	MDV	5	GAS	1874.325
Alameda	2010	MDV	5	DSL	1404.295
Alameda	2010	MDV	10	GAS	1384.917
Alameda	2010	MDV	10	DSL	1192.588
Alameda	2010	MDV	15	GAS	1066.370
Alameda	2010	MDV	15	DSL	1011.395
Alameda	2010	MDV	20	GAS	854.568
Alameda	2010	MDV	20	DSL	839.959
Alameda	2010	MDV	25	GAS	708.067
Alameda	2010	MDV	25	DSL	710.272
Alameda	2010	MDV	30	GAS	610.307
Alameda	2010	MDV	30	DSL	613.454
Alameda	2010	MDV	35	GAS	545.013
Alameda	2010	MDV	35	DSL	556.625
Alameda	2010	MDV	40	GAS	504.908
Alameda	2010	MDV	40	DSL	520.646
Alameda	2010	MDV	45	GAS	486.219

EMFAC2014 (v1.0.7) Emission Rates
Region Type: County
Region: Alameda
Calendar Year: 2010
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, g/mile for RUNEX, PMBW and PMTW

Region	CalYr	VehClass	Speed	Fuel	CO2_RUNEX
Alameda	2010	MDV	45	DSL	501.046
Alameda	2010	MDV	50	GAS	485.099
Alameda	2010	MDV	50	DSL	503.557
Alameda	2010	MDV	55	GAS	503.628
Alameda	2010	MDV	55	DSL	531.429
Alameda	2010	MDV	60	GAS	541.994
Alameda	2010	MDV	60	DSL	575.430
Alameda	2010	MDV	65	GAS	605.363
Alameda	2010	MDV	65	DSL	646.127
Alameda	2010	MH	5	GAS	3960.345
Alameda	2010	MH	5	DSL	2120.590
Alameda	2010	MH	10	GAS	3380.801
Alameda	2010	MH	10	DSL	1925.505
Alameda	2010	MH	15	GAS	2330.393
Alameda	2010	MH	15	DSL	1581.007
Alameda	2010	MH	20	GAS	1638.461
Alameda	2010	MH	20	DSL	1297.404
Alameda	2010	MH	25	GAS	1430.724
Alameda	2010	MH	25	DSL	1163.719
Alameda	2010	MH	30	GAS	1314.777
Alameda	2010	MH	30	DSL	1092.326
Alameda	2010	MH	35	GAS	1213.858
Alameda	2010	MH	35	DSL	1033.079
Alameda	2010	MH	40	GAS	1129.316
Alameda	2010	MH	40	DSL	985.977
Alameda	2010	MH	45	GAS	1049.305
Alameda	2010	MH	45	DSL	951.021
Alameda	2010	MH	50	GAS	981.576
Alameda	2010	MH	50	DSL	928.211
Alameda	2010	MH	55	GAS	954.521
Alameda	2010	MH	55	DSL	917.547
Alameda	2010	MH	60	GAS	960.451
Alameda	2010	MH	60	DSL	919.027
Alameda	2010	MH	65	GAS	978.256
Alameda	2010	MH	65	DSL	932.654
Alameda	2010	Motor Coach	5	DSL	3654.716
Alameda	2010	Motor Coach	10	DSL	3297.238
Alameda	2010	Motor Coach	15	DSL	2720.663

EMFAC2014 (v1.0.7) Emission Rates
Region Type: County
Region: Alameda
Calendar Year: 2010
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, g/mile for RUNEX, PMBW and PMTW

Region	CalYr	VehClass	Speed	Fuel	CO2_RUNEX
Alameda	2010	Motor Coach	20	DSL	2266.173
Alameda	2010	Motor Coach	25	DSL	2037.151
Alameda	2010	Motor Coach	30	DSL	1906.380
Alameda	2010	Motor Coach	35	DSL	1800.489
Alameda	2010	Motor Coach	40	DSL	1716.767
Alameda	2010	Motor Coach	45	DSL	1653.622
Alameda	2010	Motor Coach	50	DSL	1610.078
Alameda	2010	Motor Coach	55	DSL	1585.535
Alameda	2010	Motor Coach	60	DSL	1578.428
Alameda	2010	Motor Coach	65	DSL	1578.428
Alameda	2010	Motor Coach	70	DSL	0.000
Alameda	2010	Motor Coach	75	DSL	0.000
Alameda	2010	Motor Coach	80	DSL	0.000
Alameda	2010	Motor Coach	85	DSL	0.000
Alameda	2010	Motor Coach	90	DSL	0.000
Alameda	2010	OBUS	5	GAS	3960.345
Alameda	2010	OBUS	10	GAS	3380.801
Alameda	2010	OBUS	15	GAS	2330.393
Alameda	2010	OBUS	20	GAS	1638.461
Alameda	2010	OBUS	25	GAS	1430.724
Alameda	2010	OBUS	30	GAS	1314.777
Alameda	2010	OBUS	35	GAS	1213.858
Alameda	2010	OBUS	40	GAS	1129.316
Alameda	2010	OBUS	45	GAS	1049.305
Alameda	2010	OBUS	50	GAS	981.576
Alameda	2010	OBUS	55	GAS	954.521
Alameda	2010	OBUS	60	GAS	960.451
Alameda	2010	OBUS	65	GAS	978.256
Alameda	2010	PTO	20	DSL	2271.689
Alameda	2010	SBUS	5	GAS	1872.864
Alameda	2010	SBUS	5	DSL	2397.778
Alameda	2010	SBUS	10	GAS	1598.795
Alameda	2010	SBUS	10	DSL	2172.004
Alameda	2010	SBUS	15	GAS	1102.052
Alameda	2010	SBUS	15	DSL	1787.735
Alameda	2010	SBUS	20	GAS	774.835
Alameda	2010	SBUS	20	DSL	1476.887
Alameda	2010	SBUS	25	GAS	676.596

EMFAC2014 (v1.0.7) Emission Rates
Region Type: County
Region: Alameda
Calendar Year: 2010
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, g/mile for RUNEX, PMBW and PMTW

Region	CalYr	VehClass	Speed	Fuel	CO2_RUNEX
Alameda	2010	SBUS	25	DSL	1326.144
Alameda	2010	SBUS	30	GAS	621.764
Alameda	2010	SBUS	30	DSL	1243.204
Alameda	2010	SBUS	35	GAS	574.039
Alameda	2010	SBUS	35	DSL	1175.042
Alameda	2010	SBUS	40	GAS	534.058
Alameda	2010	SBUS	40	DSL	1120.901
Alameda	2010	SBUS	45	GAS	496.221
Alameda	2010	SBUS	45	DSL	1080.339
Alameda	2010	SBUS	50	GAS	464.191
Alameda	2010	SBUS	50	DSL	1053.080
Alameda	2010	SBUS	55	GAS	451.397
Alameda	2010	SBUS	55	DSL	1038.952
Alameda	2010	SBUS	60	GAS	454.201
Alameda	2010	SBUS	60	DSL	1036.436
Alameda	2010	SBUS	65	DSL	0.000
Alameda	2010	SBUS	70	DSL	0.000
Alameda	2010	SBUS	75	DSL	0.000
Alameda	2010	SBUS	80	DSL	0.000
Alameda	2010	SBUS	85	DSL	0.000
Alameda	2010	SBUS	90	DSL	0.000
Alameda	2010	UBUS	5	GAS	3960.345
Alameda	2010	UBUS	5	DSL	4056.679
Alameda	2010	UBUS	10	GAS	3380.801
Alameda	2010	UBUS	10	DSL	3683.482
Alameda	2010	UBUS	15	GAS	2330.393
Alameda	2010	UBUS	15	DSL	3024.458
Alameda	2010	UBUS	20	GAS	1638.461
Alameda	2010	UBUS	20	DSL	2481.928
Alameda	2010	UBUS	25	GAS	1430.724
Alameda	2010	UBUS	25	DSL	2226.188
Alameda	2010	UBUS	30	GAS	1314.777
Alameda	2010	UBUS	30	DSL	2089.614
Alameda	2010	UBUS	35	GAS	1213.858
Alameda	2010	UBUS	35	DSL	1976.275
Alameda	2010	UBUS	40	GAS	1129.316
Alameda	2010	UBUS	40	DSL	1886.170
Alameda	2010	UBUS	45	GAS	1049.305

EMFAC2014 (v1.0.7) Emission Rates
Region Type: County
Region: Alameda
Calendar Year: 2010
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, g/mile for RUNEX, PMBW and PMTW

Region	CalYr	VehClass	Speed	Fuel	CO2_RUNEX
Alameda	2010	UBUS	45	DSL	1819.299
Alameda	2010	UBUS	50	GAS	981.576
Alameda	2010	UBUS	50	DSL	1775.664
Alameda	2010	UBUS	55	GAS	954.521
Alameda	2010	UBUS	55	DSL	1755.262
Alameda	2010	UBUS	60	GAS	960.451
Alameda	2010	UBUS	60	DSL	1758.095
Alameda	2010	UBUS	65	GAS	978.256
Alameda	2010	UBUS	65	DSL	1784.163

EMFAC2014 (v1.0.7) Emission Rates
Region Type: County
Region: Alameda
Calendar Year: 2040
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, g/mile for RUNEX, PMBW and PMTW

Region	CalYr	VehClass	Speed	Fuel	CO2_RUNEX
Alameda	2040	LDA	5	GAS	616.515
Alameda	2040	LDA	5	DSL	476.178
Alameda	2040	LDA	10	GAS	455.444
Alameda	2040	LDA	10	DSL	396.701
Alameda	2040	LDA	15	GAS	350.690
Alameda	2040	LDA	15	DSL	326.286
Alameda	2040	LDA	20	GAS	281.080
Alameda	2040	LDA	20	DSL	267.660
Alameda	2040	LDA	25	GAS	232.883
Alameda	2040	LDA	25	DSL	224.364
Alameda	2040	LDA	30	GAS	200.744
Alameda	2040	LDA	30	DSL	194.340
Alameda	2040	LDA	35	GAS	179.264
Alameda	2040	LDA	35	DSL	175.680
Alameda	2040	LDA	40	GAS	166.065
Alameda	2040	LDA	40	DSL	164.397
Alameda	2040	LDA	45	GAS	159.924
Alameda	2040	LDA	45	DSL	158.795
Alameda	2040	LDA	50	GAS	159.546
Alameda	2040	LDA	50	DSL	159.199
Alameda	2040	LDA	55	GAS	165.652
Alameda	2040	LDA	55	DSL	166.589
Alameda	2040	LDA	60	GAS	178.274
Alameda	2040	LDA	60	DSL	180.603
Alameda	2040	LDA	65	GAS	199.119
Alameda	2040	LDA	65	DSL	203.034
Alameda	2040	LDT1	5	GAS	663.072
Alameda	2040	LDT1	5	DSL	504.212
Alameda	2040	LDT1	10	GAS	489.899
Alameda	2040	LDT1	10	DSL	424.428
Alameda	2040	LDT1	15	GAS	377.218
Alameda	2040	LDT1	15	DSL	351.921
Alameda	2040	LDT1	20	GAS	302.313
Alameda	2040	LDT1	20	DSL	289.130
Alameda	2040	LDT1	25	GAS	250.482
Alameda	2040	LDT1	25	DSL	242.425
Alameda	2040	LDT1	30	GAS	215.905
Alameda	2040	LDT1	30	DSL	209.629

EMFAC2014 (v1.0.7) Emission Rates
Region Type: County
Region: Alameda
Calendar Year: 2040
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, g/mile for RUNEX, PMBW and PMTW

Region	CalYr	VehClass	Speed	Fuel	CO2_RUNEX
Alameda	2040	LDT1	35	GAS	192.805
Alameda	2040	LDT1	35	DSL	189.198
Alameda	2040	LDT1	40	GAS	178.614
Alameda	2040	LDT1	40	DSL	176.583
Alameda	2040	LDT1	45	GAS	172.005
Alameda	2040	LDT1	45	DSL	170.256
Alameda	2040	LDT1	50	GAS	171.605
Alameda	2040	LDT1	50	DSL	170.539
Alameda	2040	LDT1	55	GAS	178.165
Alameda	2040	LDT1	55	DSL	178.312
Alameda	2040	LDT1	60	GAS	191.738
Alameda	2040	LDT1	60	DSL	193.148
Alameda	2040	LDT1	65	GAS	214.156
Alameda	2040	LDT1	65	DSL	216.949
Alameda	2040	LDT2	5	GAS	764.194
Alameda	2040	LDT2	5	DSL	579.102
Alameda	2040	LDT2	10	GAS	564.608
Alameda	2040	LDT2	10	DSL	487.468
Alameda	2040	LDT2	15	GAS	434.743
Alameda	2040	LDT2	15	DSL	404.192
Alameda	2040	LDT2	20	GAS	348.417
Alameda	2040	LDT2	20	DSL	332.074
Alameda	2040	LDT2	25	GAS	288.681
Alameda	2040	LDT2	25	DSL	278.432
Alameda	2040	LDT2	30	GAS	248.831
Alameda	2040	LDT2	30	DSL	240.765
Alameda	2040	LDT2	35	GAS	222.208
Alameda	2040	LDT2	35	DSL	217.300
Alameda	2040	LDT2	40	GAS	205.853
Alameda	2040	LDT2	40	DSL	202.810
Alameda	2040	LDT2	45	GAS	198.237
Alameda	2040	LDT2	45	DSL	195.544
Alameda	2040	LDT2	50	GAS	197.775
Alameda	2040	LDT2	50	DSL	195.868
Alameda	2040	LDT2	55	GAS	205.336
Alameda	2040	LDT2	55	DSL	204.796
Alameda	2040	LDT2	60	GAS	220.979
Alameda	2040	LDT2	60	DSL	221.836

EMFAC2014 (v1.0.7) Emission Rates
Region Type: County
Region: Alameda
Calendar Year: 2040
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, g/mile for RUNEX, PMBW and PMTW

Region	CalYr	VehClass	Speed	Fuel	CO2_RUNEX
Alameda	2040	LDT2	65	GAS	246.816
Alameda	2040	LDT2	65	DSL	249.172
Alameda	2040	LHD1	5	GAS	1299.672
Alameda	2040	LHD1	5	DSL	1134.517
Alameda	2040	LHD1	10	GAS	1278.336
Alameda	2040	LHD1	10	DSL	953.738
Alameda	2040	LHD1	15	GAS	888.043
Alameda	2040	LHD1	15	DSL	622.871
Alameda	2040	LHD1	20	GAS	771.017
Alameda	2040	LHD1	20	DSL	530.903
Alameda	2040	LHD1	25	GAS	706.766
Alameda	2040	LHD1	25	DSL	470.861
Alameda	2040	LHD1	30	GAS	641.435
Alameda	2040	LHD1	30	DSL	427.593
Alameda	2040	LHD1	35	GAS	641.435
Alameda	2040	LHD1	35	DSL	427.593
Alameda	2040	LHD1	40	GAS	639.024
Alameda	2040	LHD1	40	DSL	415.887
Alameda	2040	LHD1	45	GAS	636.089
Alameda	2040	LHD1	45	DSL	405.665
Alameda	2040	LHD1	50	GAS	670.803
Alameda	2040	LHD1	50	DSL	425.285
Alameda	2040	LHD1	55	GAS	706.766
Alameda	2040	LHD1	55	DSL	444.408
Alameda	2040	LHD2	5	GAS	1370.064
Alameda	2040	LHD2	5	DSL	1186.967
Alameda	2040	LHD2	10	GAS	1422.068
Alameda	2040	LHD2	10	DSL	1054.895
Alameda	2040	LHD2	15	GAS	1000.366
Alameda	2040	LHD2	15	DSL	702.212
Alameda	2040	LHD2	20	GAS	875.490
Alameda	2040	LHD2	20	DSL	598.935
Alameda	2040	LHD2	25	GAS	791.667
Alameda	2040	LHD2	25	DSL	533.745
Alameda	2040	LHD2	30	GAS	715.545
Alameda	2040	LHD2	30	DSL	481.353
Alameda	2040	LHD2	35	GAS	715.545
Alameda	2040	LHD2	35	DSL	481.353

EMFAC2014 (v1.0.7) Emission Rates
Region Type: County
Region: Alameda
Calendar Year: 2040
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, g/mile for RUNEX, PMBW and PMTW

Region	CalYr	VehClass	Speed	Fuel	CO2_RUNEX
Alameda	2040	LHD2	40	GAS	699.200
Alameda	2040	LHD2	40	DSL	463.771
Alameda	2040	LHD2	45	GAS	682.722
Alameda	2040	LHD2	45	DSL	445.798
Alameda	2040	LHD2	50	GAS	711.761
Alameda	2040	LHD2	50	DSL	462.218
Alameda	2040	LHD2	55	GAS	744.167
Alameda	2040	LHD2	55	DSL	478.417
Alameda	2040	MCY	5	GAS	567.566
Alameda	2040	MCY	10	GAS	420.981
Alameda	2040	MCY	15	GAS	324.088
Alameda	2040	MCY	20	GAS	258.952
Alameda	2040	MCY	25	GAS	214.749
Alameda	2040	MCY	30	GAS	184.842
Alameda	2040	MCY	35	GAS	165.130
Alameda	2040	MCY	40	GAS	153.111
Alameda	2040	MCY	45	GAS	147.347
Alameda	2040	MCY	50	GAS	147.174
Alameda	2040	MCY	55	GAS	152.574
Alameda	2040	MCY	60	GAS	164.166
Alameda	2040	MCY	65	GAS	183.333
Alameda	2040	MDV	5	GAS	1021.751
Alameda	2040	MDV	5	DSL	721.649
Alameda	2040	MDV	10	GAS	754.921
Alameda	2040	MDV	10	DSL	612.856
Alameda	2040	MDV	15	GAS	581.282
Alameda	2040	MDV	15	DSL	519.743
Alameda	2040	MDV	20	GAS	465.847
Alameda	2040	MDV	20	DSL	431.644
Alameda	2040	MDV	25	GAS	385.981
Alameda	2040	MDV	25	DSL	365.000
Alameda	2040	MDV	30	GAS	332.696
Alameda	2040	MDV	30	DSL	315.246
Alameda	2040	MDV	35	GAS	297.101
Alameda	2040	MDV	35	DSL	286.042
Alameda	2040	MDV	40	GAS	275.235
Alameda	2040	MDV	40	DSL	267.553
Alameda	2040	MDV	45	GAS	265.050

EMFAC2014 (v1.0.7) Emission Rates
Region Type: County
Region: Alameda
Calendar Year: 2040
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, g/mile for RUNEX, PMBW and PMTW

Region	CalYr	VehClass	Speed	Fuel	CO2_RUNEX
Alameda	2040	MDV	45	DSL	257.481
Alameda	2040	MDV	50	GAS	264.436
Alameda	2040	MDV	50	DSL	258.771
Alameda	2040	MDV	55	GAS	274.541
Alameda	2040	MDV	55	DSL	273.094
Alameda	2040	MDV	60	GAS	295.456
Alameda	2040	MDV	60	DSL	295.706
Alameda	2040	MDV	65	GAS	330.001
Alameda	2040	MDV	65	DSL	332.037
Alameda	2040	MH	5	GAS	3670.431
Alameda	2040	MH	5	DSL	1996.538
Alameda	2040	MH	10	GAS	3133.313
Alameda	2040	MH	10	DSL	1812.865
Alameda	2040	MH	15	GAS	2159.798
Alameda	2040	MH	15	DSL	1488.519
Alameda	2040	MH	20	GAS	1518.519
Alameda	2040	MH	20	DSL	1221.507
Alameda	2040	MH	25	GAS	1325.989
Alameda	2040	MH	25	DSL	1095.642
Alameda	2040	MH	30	GAS	1218.530
Alameda	2040	MH	30	DSL	1028.426
Alameda	2040	MH	35	GAS	1124.999
Alameda	2040	MH	35	DSL	972.645
Alameda	2040	MH	40	GAS	1046.646
Alameda	2040	MH	40	DSL	928.299
Alameda	2040	MH	45	GAS	972.492
Alameda	2040	MH	45	DSL	895.388
Alameda	2040	MH	50	GAS	909.720
Alameda	2040	MH	50	DSL	873.912
Alameda	2040	MH	55	GAS	884.646
Alameda	2040	MH	55	DSL	863.871
Alameda	2040	MH	60	GAS	890.142
Alameda	2040	MH	60	DSL	865.265
Alameda	2040	MH	65	GAS	906.643
Alameda	2040	MH	65	DSL	878.095
Alameda	2040	Motor Coach	5	DSL	3013.944
Alameda	2040	Motor Coach	10	DSL	2672.412
Alameda	2040	Motor Coach	15	DSL	2242.133

EMFAC2014 (v1.0.7) Emission Rates
Region Type: County
Region: Alameda
Calendar Year: 2040
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, g/mile for RUNEX, PMBW and PMTW

Region	CalYr	VehClass	Speed	Fuel	CO2_RUNEX
Alameda	2040	Motor Coach	20	DSL	1958.715
Alameda	2040	Motor Coach	25	DSL	1807.767
Alameda	2040	Motor Coach	30	DSL	1711.683
Alameda	2040	Motor Coach	35	DSL	1635.601
Alameda	2040	Motor Coach	40	DSL	1573.124
Alameda	2040	Motor Coach	45	DSL	1520.438
Alameda	2040	Motor Coach	50	DSL	1475.101
Alameda	2040	Motor Coach	55	DSL	1435.463
Alameda	2040	Motor Coach	60	DSL	1417.403
Alameda	2040	Motor Coach	65	DSL	1417.403
Alameda	2040	Motor Coach	70	DSL	0.000
Alameda	2040	Motor Coach	75	DSL	0.000
Alameda	2040	Motor Coach	80	DSL	0.000
Alameda	2040	Motor Coach	85	DSL	0.000
Alameda	2040	Motor Coach	90	DSL	0.000
Alameda	2040	OBUS	5	GAS	3659.920
Alameda	2040	OBUS	10	GAS	3124.339
Alameda	2040	OBUS	15	GAS	2153.613
Alameda	2040	OBUS	20	GAS	1514.170
Alameda	2040	OBUS	25	GAS	1322.192
Alameda	2040	OBUS	30	GAS	1215.041
Alameda	2040	OBUS	35	GAS	1121.777
Alameda	2040	OBUS	40	GAS	1043.648
Alameda	2040	OBUS	45	GAS	969.706
Alameda	2040	OBUS	50	GAS	907.115
Alameda	2040	OBUS	55	GAS	882.113
Alameda	2040	OBUS	60	GAS	887.593
Alameda	2040	OBUS	65	GAS	904.047
Alameda	2040	PTO	20	DSL	1833.224
Alameda	2040	SBUS	5	GAS	1735.151
Alameda	2040	SBUS	5	DSL	2118.914
Alameda	2040	SBUS	10	GAS	1481.235
Alameda	2040	SBUS	10	DSL	1878.855
Alameda	2040	SBUS	15	GAS	1021.018
Alameda	2040	SBUS	15	DSL	1576.409
Alameda	2040	SBUS	20	GAS	717.861
Alameda	2040	SBUS	20	DSL	1377.189
Alameda	2040	SBUS	25	GAS	626.845

EMFAC2014 (v1.0.7) Emission Rates
Region Type: County
Region: Alameda
Calendar Year: 2040
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, g/mile for RUNEX, PMBW and PMTW

Region	CalYr	VehClass	Speed	Fuel	CO2_RUNEX
Alameda	2040	SBUS	25	DSL	1270.969
Alameda	2040	SBUS	30	GAS	576.045
Alameda	2040	SBUS	30	DSL	1203.314
Alameda	2040	SBUS	35	GAS	531.829
Alameda	2040	SBUS	35	DSL	1149.750
Alameda	2040	SBUS	40	GAS	494.789
Alameda	2040	SBUS	40	DSL	1105.767
Alameda	2040	SBUS	45	GAS	459.733
Alameda	2040	SBUS	45	DSL	1068.680
Alameda	2040	SBUS	50	GAS	430.059
Alameda	2040	SBUS	50	DSL	1036.769
Alameda	2040	SBUS	55	GAS	418.205
Alameda	2040	SBUS	55	DSL	1008.871
Alameda	2040	SBUS	60	GAS	420.804
Alameda	2040	SBUS	60	DSL	996.160
Alameda	2040	SBUS	65	DSL	0.000
Alameda	2040	SBUS	70	DSL	0.000
Alameda	2040	SBUS	75	DSL	0.000
Alameda	2040	SBUS	80	DSL	0.000
Alameda	2040	SBUS	85	DSL	0.000
Alameda	2040	SBUS	90	DSL	0.000
Alameda	2040	UBUS	5	GAS	3669.484
Alameda	2040	UBUS	5	DSL	3344.665
Alameda	2040	UBUS	10	GAS	3132.504
Alameda	2040	UBUS	10	DSL	3036.970
Alameda	2040	UBUS	15	GAS	2159.241
Alameda	2040	UBUS	15	DSL	2493.616
Alameda	2040	UBUS	20	GAS	1518.127
Alameda	2040	UBUS	20	DSL	2046.308
Alameda	2040	UBUS	25	GAS	1325.647
Alameda	2040	UBUS	25	DSL	1835.455
Alameda	2040	UBUS	30	GAS	1218.216
Alameda	2040	UBUS	30	DSL	1722.852
Alameda	2040	UBUS	35	GAS	1124.709
Alameda	2040	UBUS	35	DSL	1629.406
Alameda	2040	UBUS	40	GAS	1046.375
Alameda	2040	UBUS	40	DSL	1555.116
Alameda	2040	UBUS	45	GAS	972.241

EMFAC2014 (v1.0.7) Emission Rates
Region Type: County
Region: Alameda
Calendar Year: 2040
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, g/mile for RUNEX, PMBW and PMTW

Region	CalYr	VehClass	Speed	Fuel	CO2_RUNEX
Alameda	2040	UBUS	45	DSL	1499.982
Alameda	2040	UBUS	50	GAS	909.486
Alameda	2040	UBUS	50	DSL	1464.005
Alameda	2040	UBUS	55	GAS	884.418
Alameda	2040	UBUS	55	DSL	1447.185
Alameda	2040	UBUS	60	GAS	889.912
Alameda	2040	UBUS	60	DSL	1449.520
Alameda	2040	UBUS	65	GAS	906.409
Alameda	2040	UBUS	65	DSL	1471.013

ATTACHMENT 2

CALCULATIONS:

VMT ADJUSTMENTS

ON-ROAD GHG EMISSIONS

AND

FERRY GHG EMISSIONS

Project:	Alameda CTC Transit Plan	**Prepared by:**	Ivy Edmonds-Hess
Subject:	VMT Summary and Adjustments	**Date:**	3/17/2016

Annual VMT

	2010 Existing	2040 Baseline	2040 Plus Project
Alameda County Non-Bus VMT	14,688,695,000	17,685,710,000	17,436,415,000
Bus VMT	21,807,000	26,431,000	35,080,000
Ferry VMT	155,000.00	256,000	310,000

17% of Non-Bus VMT are heavy-duty trucks

Speed Distribution

Speed	2010 Percent	2040 Percent
5 mph	0.3	0.4
10 mph	0.1	0.1
15 mph	0.3	0.5
20 mph	2.3	3.5
25 mph	5.4	6.1
30 mph	10.2	11.5
35 mph	9.6	11.4
40 mph	7.4	13.3
45 mph	5.0	14.0
50 mph	10.3	10.6
55 mph	11.5	13.2
60 mph	25.5	11.8
65 mph	12.1	3.6
Total	100.0	100.0

Source: Daniel Block, WSP|Parsons Brinckerhoff, March 2, 2016 and March 17, 2016

To calculate GHG emissions, the on-road VMT needs to be convert to additional vehicle classes and by speed using the speed distribution information.

The California Department of Transportation provided guidance on how to adjust VMT by vehicle class in their Air Quality Technical Analysis Notes, published in June 1988.

Light-duty auto VMT = 81% of Non-heavy truck VMT
Light-duty truck VMT = 14% of Non-heavy truck VMT
Medium-duty truck VMT = 5% of Non-heavy truck VMT
Heavy-duty truck VMT should be divided into 70% diesel and 30% gasoline based on 2014 Alameda County Truck Survey Data

Adjusted On-Road VMT

2010 Existing

Speed	Light-duty Auto	Light-duty Truck	Medium-duty Truck	Heavy-duty Gas Truck	Heavy-duty Diesel Truck	Bus
5 mph	29,625,629	5,120,479	1,828,743	2,247,370	5,243,864	65,421
10 mph	9,875,210	1,706,826	609,581	749,123	1,747,955	21,807
15 mph	29,625,629	5,120,479	1,828,743	2,247,370	5,243,864	65,421
20 mph	227,129,822	39,257,006	14,020,359	17,229,839	40,202,958	501,561
25 mph	533,261,321	92,168,623	32,917,365	40,452,666	94,389,554	1,177,578
30 mph	1,007,271,384	174,096,289	62,177,246	76,410,591	178,291,380	2,224,314
35 mph	948,020,126	163,855,330	58,519,761	71,915,851	167,803,652	2,093,472
40 mph	730,765,514	126,305,151	45,108,982	55,435,135	129,348,648	1,613,718
45 mph	493,760,482	85,341,318	30,479,042	37,456,172	87,397,735	1,090,350
50 mph	1,017,146,594	175,803,115	62,786,827	77,159,715	180,039,335	2,246,121
55 mph	1,135,649,110	196,285,031	70,101,797	86,149,196	201,014,791	2,507,805
60 mph	2,518,178,460	435,240,722	155,443,115	191,026,478	445,728,450	5,560,785
65 mph	1,194,900,367	206,525,989	73,759,282	90,643,937	211,502,519	2,638,647
Total	9,875,209,649	1,706,826,359	609,580,843	749,123,445	1,747,954,705	21,807,000

2040 Baseline

Speed	Light-duty Auto	Light-duty Truck	Medium-duty Truck	Heavy-duty Gas Truck	Heavy-duty Diesel Truck	Bus
5 mph	47,560,411	8,220,318	2,935,828	3,607,885	8,418,398	105,724
10 mph	11,890,103	2,055,080	733,957	901,971	2,104,599	26,431
15 mph	59,450,514	10,275,398	3,669,785	4,509,856	10,522,997	132,155
20 mph	416,153,599	71,927,783	25,688,494	31,568,992	73,660,982	925,085
25 mph	725,296,273	125,359,850	44,771,375	55,020,244	128,380,569	1,612,291
30 mph	1,367,361,826	236,334,143	84,405,051	103,726,689	242,028,941	3,039,565
35 mph	1,355,471,723	234,279,063	83,671,094	102,824,718	239,924,342	3,013,134
40 mph	1,581,383,677	273,325,574	97,616,276	119,962,171	279,911,732	3,515,323
45 mph	1,664,614,397	287,711,130	102,753,975	126,275,969	294,643,929	3,700,340
50 mph	1,260,350,900	217,838,427	77,799,438	95,608,948	223,087,546	2,801,686
55 mph	1,569,493,574	271,270,494	96,882,319	119,060,200	277,807,133	3,488,892
60 mph	1,403,032,134	242,499,381	86,606,922	106,432,603	248,342,740	3,118,858
65 mph	428,043,702	73,982,862	26,422,451	32,470,964	75,765,582	951,516
Total	11,890,102,833	2,055,079,502	733,956,965	901,971,210	2,104,599,490	26,431,000

Project:	Alameda CTC Transit Plan	**Prepared by:**	Ivy Edmonds-Hess
Subject:	VMT Summary and Adjustments	**Date:**	3/17/2016

2040 Plus Project

Speed	Light-duty Auto	Light-duty Truck	Medium-duty Truck	Heavy-duty Gas Truck	Heavy-duty Diesel Truck	Bus
5 mph	46,752,696	8,080,713	2,885,969	3,607,885	8,418,398	140,320
10 mph	11,688,174	2,020,178	721,492	901,971	2,104,599	35,080
15 mph	58,440,869	10,100,891	3,607,461	4,509,856	10,522,997	175,400
20 mph	409,086,086	70,706,237	25,252,228	31,568,992	73,660,982	1,227,800
25 mph	712,978,607	123,230,870	44,011,025	55,020,244	128,380,569	2,139,880
30 mph	1,344,139,997	232,320,493	82,971,605	103,726,689	242,028,941	4,034,200
35 mph	1,332,451,823	230,300,315	82,250,113	102,824,718	239,924,342	3,999,120
40 mph	1,554,527,126	268,683,701	95,958,465	119,962,171	279,911,732	4,665,640
45 mph	1,636,344,344	282,824,948	101,008,910	126,275,969	294,643,929	4,911,200
50 mph	1,238,946,432	214,138,889	76,478,175	95,608,948	223,087,546	3,718,480
55 mph	1,542,838,953	266,663,523	95,236,972	119,060,200	277,807,133	4,630,560
60 mph	1,379,204,518	238,381,028	85,136,081	106,432,603	248,342,740	4,139,440
65 mph	420,774,260	72,726,415	25,973,720	32,470,964	75,765,582	1,262,880
Total	11,688,173,883	2,020,178,202	721,492,215	901,971,210	2,104,599,490	35,080,000

* Since the speed limit for heavy-duty trucks is 55 mph, VMT for 60 and 65 mph will be added to the 55 mph VMT
An assumption is that the project will not reduce heavy-duty vehicles, so their VMT is being held the same as the baseline

Project:	Alameda CTC Transit Plan	**Prepared by:**	Ivy Edmonds-Hess
Subject:	Calculation of 2010 Existing Motor Vehicle GHG Emissions	**Date:**	3/17/2016

Table 1
GHG Emission Factors (grams/mile)

	2010						
	5 mph	**10 mph**	**15 mph**	**20 mph**	**25 mph**	**30 mph**	**35 mph**
Light-duty Auto	1082.135	799.478	615.593	493.371	408.779	352.356	314.656
Light-duty Truck	1245.686	920.634	708.87	567.974	470.63	405.618	362.231
Medium-duty Truck	1483.692	1096.267	844.114	676.464	560.494	483.111	431.425
Heavy-duty Gas Truck	1407.491	1384.385	961.714	834.98	765.398	694.647	694.647
Heavy-duty Diesel Truck	1304.151	1096.342	716.003	610.285	541.264	491.527	491.527
Bus	4056.679	3683.482	3024.458	2481.928	2226.188	2089.614	1976.275

	2010					
	40 mph	**45 mph**	**50 mph**	**55 mph**	**60 mph**	**65 mph**
Light-duty Auto	291.493	280.71	280.053	290.763	312.915	349.503
Light-duty Truck	335.593	323.159	322.436	334.723	360.218	402.331
Medium-duty Truck	399.677	384.884	383.996	398.665	429.035	479.198
Heavy-duty Gas Truck	692.036	688.858	726.452	765.856	NA	NA
Heavy-duty Diesel Truck	478.07	466.32	488.874	510.856	NA	NA
Bus	1886.17	1819.299	1775.664	1755.262	1758.095	1784.163

Source: EMFAC2014

Table 2
Vehicle Miles Traveled

	5 mph	**10 mph**	**15 mph**	**20 mph**	**25 mph**	**30 mph**	**35 mph**
Light-duty Auto	29,625,629	9,875,210	29,625,629	227,129,822	533,261,321	1,007,271,384	948,020,126
Light-duty Truck	5,120,479	1,706,826	5,120,479	39,257,006	92,168,623	174,096,289	163,855,330
Medium-duty Truck	1,828,743	609,581	1,828,743	14,020,359	32,917,365	62,177,246	58,519,761
Heavy-duty Gas Truck	2,247,370	749,123	2,247,370	17,229,839	40,452,666	76,410,591	71,915,851
Heavy-duty Diesel Truck	5,243,864	1,747,955	5,243,864	40,202,958	94,389,554	178,291,380	167,803,652
Bus	65,421	21,807	65,421	501,561	1,177,578	2,224,314	2,093,472

Project:	Alameda CTC Transit Plan	**Prepared by:**	Ivy Edmonds-Hess
Subject:	Calculation of 2010 Existing Motor Vehicle GHG Emissions	**Date:**	3/17/2016

Table 2 (Continued)
Vehicle Miles Traveled

	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph
Light-duty Auto	730,765,514	493,760,482	1,017,146,594	1,135,649,110	2,518,178,460	1,194,900,367
Light-duty Truck	126,305,151	85,341,318	175,803,115	196,285,031	435,240,722	206,525,989
Medium-duty Truck	45,108,982	30,479,042	62,786,827	70,101,797	155,443,115	73,759,282
Heavy-duty Gas Truck	55,435,135	37,456,172	77,159,715	367,819,611		
Heavy-duty Diesel Truck	129,348,648	87,397,735	180,039,335	858,245,760		
Bus	1,613,718	1,090,350	2,246,121	2,507,805	5,560,785	2,638,647
	1,132,708,654	750,235,602	1,559,313,212	2,968,950,660	3,908,790,190	2,978,295,490

Table 3
Emissions (metric tons/year)

	5 mph	10 mph	15 mph	20 mph	25 mph	30 mph	35 mph
Light-duty Auto	31,738	7,816	18,055	110,939	215,806	351,369	295,317
Light-duty Truck	6,315	1,556	3,593	22,074	42,944	69,910	58,760
Medium-duty Truck	2,686	662	1,528	9,389	18,265	29,738	24,994
Heavy-duty Gas Truck	3,132	1,027	2,140	14,243	30,653	52,548	49,457
Heavy-duty Diesel Truck	6,770	1,897	3,717	24,290	50,579	86,759	81,655
Bus	263	80	196	1,232	2,595	4,601	4,096

	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph
Light-duty Auto	210,883	137,217	282,006	326,903	780,096	413,445
Light-duty Truck	41,963	27,303	56,118	65,044	155,214	82,261
Medium-duty Truck	17,849	11,614	23,869	27,668	66,024	34,992
Heavy-duty Gas Truck	37,979	25,544	55,492	278,880		
Heavy-duty Diesel Truck	61,219	40,348	87,136	434,056		
Bus	3,013	1,964	3,948	4,358	9,679	4,661

Total Light-Duty Autos	3,181,591
Total Trucks	2,331,852
Total Bus	40,686

Overall Total 5,554,129

Emissions (pounds/year) = VMT x Emission Factor (grams/mile) x 0.0022 pounds/gram
1 pound = 0.00045 metric ton

Project:	Alameda CTC Transit Plan	**Prepared by:**	Ivy Edmonds-Hess
Subject:	Calculation of 2040 Baseline Motor Vehicle GHG Emissions	**Date:**	3/17/2016

Table 1
GHG Emission Factors (grams/mile)

	2040						
	5 mph	**10 mph**	**15 mph**	**20 mph**	**25 mph**	**30 mph**	**35 mph**
Light-duty Auto	616.515	455.444	350.69	281.08	232.883	200.744	179.264
Light-duty Truck	663.072	489.899	377.218	302.313	250.482	215.905	192.805
Medium-duty Truck	764.194	564.608	434.743	348.417	288.681	248.831	222.208
Heavy-duty Gas Truck	1299.672	1278.336	888.043	771.017	706.766	641.435	641.435
Heavy-duty Diesel Truck	1134.517	953.738	622.871	530.903	470.861	427.593	427.593
Bus (assumed to be zero emission vehicles)	0	0	0	0	0	0	0

	2040					
	40 mph	**45 mph**	**50 mph**	**55 mph**	**60 mph**	**65 mph**
Light-duty Auto	166.065	159.924	159.924	165.652	178.274	199.119
Light-duty Truck	178.614	172.005	171.605	178.165	191.738	214.156
Medium-duty Truck	205.853	198.237	197.775	205.336	220.979	146.816
Heavy-duty Gas Truck	639.024	636.089	670.803	706.766	NA	NA
Heavy-duty Diesel Truck	415.887	405.665	425.285	444.408	NA	NA
Bus (assumed to be zero emission vehicles)	0	0	0	0	0	0

Source: EMFAC2014

Table 2
Vehicle Miles Traveled

	5 mph	**10 mph**	**15 mph**	**20 mph**	**25 mph**	**30 mph**	**35 mph**
Light-duty Auto	47,560,411	11,890,103	59,450,514	416,153,599	725,296,273	1,367,361,826	1,355,471,723
Light-duty Truck	8,220,318	2,055,080	10,275,398	71,927,783	125,359,850	236,334,143	234,279,063
Medium-duty Truck	2,935,828	733,957	3,669,785	25,688,494	44,771,375	84,405,051	83,671,094
Heavy-duty Gas Truck	3,607,885	901,971	4,509,856	31,568,992	55,020,244	103,726,689	102,824,718
Heavy-duty Diesel Truck	8,418,398	2,104,599	10,522,997	73,660,982	128,380,569	242,028,941	239,924,342
Bus	105,724	26,431	132,155	925,085	1,612,291	3,039,565	3,013,134

Project:	Alameda CTC Transit Plan	**Prepared by:**	Ivy Edmonds-Hess
Subject:	Calculation of 2040 Baseline Motor Vehicle GHG Emissions	**Date:**	3/17/2016

Table 2 (Continued)
Vehicle Miles Traveled

	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph
Light-duty Auto	1,581,383,677	1,664,614,397	1,260,350,900	1,569,493,574	1,403,032,134	428,043,702
Light-duty Truck	273,325,574	287,711,130	217,838,427	271,270,494	242,499,381	73,982,862
Medium-duty Truck	97,616,276	102,753,975	77,799,438	96,882,319	86,606,922	26,422,451
Heavy-duty Gas Truck	119,962,171	126,275,969	95,608,948	257,963,766	NA	NA
Heavy-duty Diesel Truck	279,911,732	294,643,929	223,087,546	601,915,454	NA	NA
Bus	3,515,323	3,700,340	2,801,686	3,488,892	3,118,858	951,516

Table 3
Emissions (metric tons/year)

	5 mph	10 mph	15 mph	20 mph	25 mph	30 mph	35 mph
Light-duty Auto	29,028	5,361	20,640	115,803	167,220	271,745	240,557
Light-duty Truck	5,396	997	3,837	21,527	31,086	50,515	44,718
Medium-duty Truck	2,221	410	1,579	8,861	12,795	20,793	18,406
Heavy-duty Gas Truck	4,642	1,141	3,965	24,097	38,498	65,869	65,296
Heavy-duty Diesel Truck	9,455	1,987	6,489	38,716	59,845	102,455	101,564
Bus	0	0	0	0	0	0	0

	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph
Light-duty Auto	259,986	263,550	199,545	257,390	247,623	84,379
Light-duty Truck	48,332	48,993	37,008	47,848	46,031	15,685
Medium-duty Truck	19,894	20,166	15,233	19,694	18,947	3,840
Heavy-duty Gas Truck	75,892	79,520	63,493	180,497		
Heavy-duty Diesel Truck	115,248	118,331	93,927	264,821		
Bus	0	0	0	0	0	0

Total Light-Duty Autos	2,162,828
Total Trucks	2,080,563
Total Bus	0

Overall Total 4,243,391

Emissions (pounds/year) = VMT x Emission Factor (grams/mile) x 0.0022 pounds/gram
1 pound = 0.00045 metric ton

Project:	Alameda CTC Transit Plan	**Prepared by:**	Ivy Edmonds-Hess
Subject:	Calculation of 2040 Plus Project Motor Vehicle GHG Emissions	**Date:**	3/17/2016

Table 1
GHG Emission Factors (grams/mile)

	2040						
	5 mph	**10 mph**	**15 mph**	**20 mph**	**25 mph**	**30 mph**	**35 mph**
Light-duty Auto	616.515	455.444	350.69	281.08	232.883	200.744	179.264
Light-duty Truck	663.072	489.899	377.218	302.313	250.482	215.905	192.805
Medium-duty Truck	764.194	564.608	434.743	348.417	288.681	248.831	222.208
Heavy-duty Gas Truck	1299.672	1278.336	888.043	771.017	706.766	641.435	641.435
Heavy-duty Diesel Truck	1134.517	953.738	622.871	530.903	470.861	427.593	427.593
Bus (assumed to be zero emission vehicles)	0	0	0	0	0	0	0

	2040					
	40 mph	**45 mph**	**50 mph**	**55 mph**	**60 mph**	**65 mph**
Light-duty Auto	166.065	159.924	159.924	165.652	178.274	199.119
Light-duty Truck	178.614	172.005	171.605	178.165	191.738	214.156
Medium-duty Truck	205.853	198.237	197.775	205.336	220.979	146.816
Heavy-duty Gas Truck	639.024	636.089	670.803	706.766	NA	NA
Heavy-duty Diesel Truck	415.887	405.665	425.285	444.408	NA	NA
Bus (assumed to be zero emission vehicles)	0	0	0	0	0	0

Source: EMFAC2014

Table 2
Vehicle Miles Traveled

	5 mph	**10 mph**	**15 mph**	**20 mph**	**25 mph**	**30 mph**	**35 mph**
Light-duty Auto	46,752,696	11,688,174	58,440,869	409,086,086	712,978,607	1,344,139,997	1,332,451,823
Light-duty Truck	8,080,713	2,020,178	10,100,891	70,706,237	123,230,870	232,320,493	230,300,315
Medium-duty Truck	2,885,969	721,492	3,607,461	25,252,228	44,011,025	82,971,605	82,250,113
Heavy-duty Gas Truck	3,607,885	901,971	4,509,856	31,568,992	55,020,244	103,726,689	102,824,718
Heavy-duty Diesel Truck	8,418,398	2,104,599	10,522,997	73,660,982	128,380,569	242,028,941	239,924,342
Bus	140,320	35,080	175,400	1,227,800	2,139,880	4,034,200	3,999,120

Project:	Alameda CTC Transit Plan	**Prepared by:**	Ivy Edmonds-Hess
Subject:	Calculation of 2040 Plus Project Motor Vehicle GHG Emissions	**Date:**	3/17/2016

Table 2 (Continued)
Vehicle Miles Traveled

	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph
Light-duty Auto	1,554,527,126	1,636,344,344	1,238,946,432	1,542,838,953	1,379,204,518	420,774,260
Light-duty Truck	268,683,701	282,824,948	214,138,889	266,663,523	238,381,028	72,726,415
Medium-duty Truck	95,958,465	101,008,910	76,478,175	95,236,972	85,136,081	25,973,720
Heavy-duty Gas Truck	119,962,171	126,275,969	95,608,948	257,963,766	NA	NA
Heavy-duty Diesel Truck	279,911,732	294,643,929	223,087,546	601,915,454	NA	NA
Bus	4,665,640	4,911,200	3,718,480	4,630,560	4,139,440	1,262,880

Table 3
Emissions (metric tons/year)

	5 mph	10 mph	15 mph	20 mph	25 mph	30 mph	35 mph
Light-duty Auto	28,536	5,270	20,290	113,836	164,380	267,130	236,472
Light-duty Truck	5,305	980	3,772	21,162	30,558	49,658	43,959
Medium-duty Truck	2,183	403	1,553	8,710	12,578	20,439	18,094
Heavy-duty Gas Truck	4,642	1,141	3,965	24,097	38,498	65,869	65,296
Heavy-duty Diesel Truck	9,455	1,987	6,489	38,716	59,845	102,455	101,564
Bus	0	0	0	0	0	0	0

	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph
Light-duty Auto	255,571	259,074	196,156	253,019	243,418	82,946
Light-duty Truck	47,511	48,161	36,380	47,035	45,250	15,419
Medium-duty Truck	19,556	19,823	14,974	19,360	18,625	3,775
Heavy-duty Gas Truck	75,892	79,520	63,493	180,497		
Heavy-duty Diesel Truck	115,248	118,331	93,927	264,821		
Bus	0	0	0	0	0	0

Total Light-Duty Autos	2,126,097
Total Trucks	2,070,971
Total Bus	0

Overall Total 4,197,067

Emissions (pounds/year) = VMT x Emission Factor (grams/mile) x 0.0022 pounds/gram
1 pound = 0.00045 metric ton

Project:	Alameda CTC Transit Plan	**Prepared by:**	Ivy Edmonds-Hess
Subject:	Calculation of 2010 Existing Ferry GHG Emissions	**Date:**	3/17/2016

Table 1
GHG Emission Factor (grams/gallon of diesel fuel)

Carbon Dioxide
13,818.00

Source: California Air Resources Board, Draft Greenhouse Gas Quantification Methodology for the California State Transportation Agency Transit and Intercity Rail Capital Program, Greenhouse Gas Reduction Fund FY 2016-17, Appendix E - Ferry Emission Factor Lookup Table, January 12, 2016

Table 2
2040 Annual Ferry Miles Traveled

VMT
155,000

Source: Daniel Block, WSP|Parsons Brinckerhoff, March 17, 2016

Table 3
Emissions

Carbon Dioxide (Pounds/Year)	Carbon Dioxide (Metric Tons/Year)
39,266,150	17,670

Emissions (pounds/yr) = (VMT/Fuel Consumption Rate (miles/gallon of diesel fuel)) x Emission Factor (grams/gallon of diesel fuel) x 0.0022 pounds/gram

Assumptions:

Fuel Consumption Rate is 0.12 mile/gallon of diesel fuel.

Source: Cottrell, Wayne D., Comparison of Ferry Boat and Highway Bridge Energy Use, Table 1 - Year 2008 Diesel Fuel Consumption by Selected U.S. Ferry Boat Operators, Energies, Issue 2011-4, Published January, 27, 2011

Information for Golden Gate Ferries was used.

1 pound = 0.00045 metric ton

Project:	Alameda CTC Transit Plan	**Prepared by:**	Ivy Edmonds-Hess
Subject:	Calculation of 2040 Baseline Ferry GHG Emissions	**Date:**	3/17/2016

Table 1
GHG Emission Factor (grams/gallon of diesel fuel)

Carbon Dioxide
13,818.00

Source: California Air Resources Board, Draft Greenhouse Gas Quantification Methodology for the California State Transportation Agency Transit and Intercity Rail Capital Program, Greenhouse Gas Reduction Fund FY 2016-17, Appendix E - Ferry Emission Factor Lookup Table, January 12, 2016

Table 2
2040 Annual Ferry Miles Traveled

VMT
256,000

Source: Daniel Block, WSP|Parsons Brinckerhoff, March 17, 2016

Table 3
Emissions

Carbon Dioxide (Pounds/Year)	Carbon Dioxide (Metric Tons/Year)
64,852,480	29,184

Emissions (pounds/yr) = (VMT/Fuel Consumption Rate (miles/gallon of diesel fuel)) x Emission Factor (grams/gallon of diesel fuel) x 0.0022 pounds/gram

Assumptions:

Fuel Consumption Rate is 0.12 mile/gallon of diesel fuel.

Source: Cottrell, Wayne D., Comparison of Ferry Boat and Highway Bridge Energy Use, Table 1 - Year 2008 Diesel Fuel Consumption by Selected U.S. Ferry Boat Operators, Energies, Issue 2011-4, Published January, 27, 2011

Information for Golden Gate Ferries was used.

1 pound = 0.00045 metric ton

Project:	Alameda CTC Transit Plan	**Prepared by:**	Ivy Edmonds-Hess
Subject:	Calculation of 2040 Plus Project Ferry GHG Emissions	**Date:**	3/17/2016

Table 1
GHG Emission Factor (grams/gallon of diesel fuel)

Carbon Dioxide
13,818.00

Source: California Air Resources Board, Draft Greenhouse Gas Quantification Methodology for the California State Transportation Agency Transit and Intercity Rail Capital Program, Greenhouse Gas Reduction Fund FY 2016-17, Appendix E - Ferry Emission Factor Lookup Table, January 12, 2016

Table 2
2040 Annual Ferry Miles Traveled

VMT
310,000

Source: Daniel Block, WSP|Parsons Brinckerhoff, March 17, 2016

Table 3
Emissions

Carbon Dioxide (Pounds/Year)	Carbon Dioxide (Metric Tons/Year)
78,532,300	35,340

Emissions (pounds/yr) = (VMT/Fuel Consumption Rate (miles/gallon of diesel fuel)) x Emission Factor (grams/gallon of diesel fuel) x 0.0022 pounds/gram

Assumptions:

Fuel Consumption Rate is 0.12 mile/gallon of diesel fuel.

Source: Cottrell, Wayne D., Comparison of Ferry Boat and Highway Bridge Energy Use, Table 1 - Year 2008 Diesel Fuel Consumption by Selected U.S. Ferry Boat Operators, Energies, Issue 2011-4, Published January, 27, 2011

Information for Golden Gate Ferries was used.

1 pound = 0.00045 metric ton

Alameda CTC

FY2015/16 MBB Direct Local Distributions

NET TAX REVENUES $ 130,486,415.31

Description	Local S&R	Transit Service	Paratransit	Bike & Ped	Total MBB FY2015/16 Direct Local Distribution
Alameda	$ 1,667,815.08	$ -	$ 181,691.86	$ 188,142.69	$ 2,037,649.63
Albany	374,197.81	-	33,219.62	45,576.20	452,993.63
Berkeley	2,724,127.27	-	278,553.28	291,599.35	3,294,279.90
Dublin	391,237.72	-	-	137,094.40	528,332.12
Emeryville	246,337.84	-	30,185.90	25,948.85	302,472.59
Fremont	2,051,878.18	-	524,539.86	556,172.13	3,132,590.17
Hayward	2,003,271.97	-	751,585.50	375,335.35	3,130,192.82
Livermore	878,312.28	-	-	211,101.43	1,089,413.71
Newark	427,208.64	-	112,900.01	108,518.76	648,627.41
Oakland	10,058,350.66	-	1,108,930.11	1,008,011.19	12,175,291.96
Piedmont	388,086.93	-	-	27,281.90	415,368.83
Pleasanton	725,996.83	-	170,130.21	183,753.24	1,079,880.28
San Leandro	1,250,851.80	-	251,763.70	217,118.52	1,719,734.02
Union City	649,307.27	-	191,279.37	178,583.13	1,019,169.77
LAVTA	-	652,432.08	279,813.03	-	932,245.11
Alameda County	-	-	-	360,355.23	360,355.23
Alameda Co.-North	66,920.19	-	-	-	66,920.19
Alameda Co.-Central	1,791,548.46	-	-	-	1,791,548.46
Alameda Co.-East	401,834.14	-	-	-	401,834.14
A. C. Transit Dist. Paratransit	-	-	5,871,888.68	-	5,871,888.68
A.C. Transit Dist.	-	24,531,446.08	-	-	24,531,446.08
Alameda Ferries	-	652,432.08	-	-	652,432.08
Altamont Rail-South	-	652,432.08	-	-	652,432.08
Altamont Rail-East	-	652,432.08	-	-	652,432.08
Union City Transit	-	326,216.04	-	-	326,216.04
BART	-	652,432.08	1,957,296.23	-	2,609,728.31
Total FY2015/16 Distributions	$ 26,097,283.07	$ 28,119,822.52	$ 11,743,777.36	$ 3,914,592.37	$ 69,875,475.32

CITY OF Fremont

Public Works Department
39550 Liberty Street, P.O. Box 5006, Fremont, CA 94537-5006
42551 Osgood Road, Fremont, CA 94539 (Maintenance Center)
www.fremont.gov

May 19, 2016

Dora Royster
PCT
Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: City of Fremont Master Programs Funding Agreement, No. A16-0057

Dear Ms. Royster:

Enclosed are four (4) originals of the City signed Fremont Master Programs Funding Agreement, No. A16-0057, for your processing.

If you have any questions or need additional information please contact me at (510) 494-4535 or by e-mail at rdalton@fremont.gov .

Sincerely,

Rene C Dalton

Rene Dalton
Associate Transportation Engineer

Enclosures

MASTER PROGRAMS FUNDING AGREEMENT
between the
ALAMEDA COUNTY TRANSPORTATION COMMISSION
and the
CITY OF FREMONT

This Master Programs Funding Agreement ("AGREEMENT"), effective as of the 1st of July 2016, is entered into by and between the Alameda County Transportation Commission ("ALAMEDA CTC") and the City of Fremont ("RECIPIENT").

RECITALS

A. On November 7, 2000, the voters of Alameda County, pursuant to the provisions of the Local Transportation Authority and Improvement Act, California Public Utilities Code Section 180000 et seq. (the "Act"), approved the reauthorization of Measure B, thereby authorizing Alameda County Transportation Improvement Authority ("ACTIA") to administer the proceeds from a continued one-half cent transaction and use tax ("Measure B").

B. The duration of the Measure B sales tax will be 20 years from the initial year of collection, which began April 1, 2002, with said tax to terminate/expire on March 31, 2022. The tax proceeds will be used to pay for the programs and projects outlined in Alameda County's 20-Year Transportation Expenditure Plan (the "Measure B Expenditure Plan"), as it may be amended.

C. The Measure B Expenditure Plan authorizes the issuance of bonds to expedite delivery of transportation projects and programs. Costs associated with bonding will be borne only by the capital projects included in the Measure B Expenditure Plan and by any programs included in the Measure B Expenditure Plan that utilize the bond proceeds.

D. On November 2, 2010, the voters of Alameda County approved Measure F, the Vehicle Registration Fee ("VRF") Program, pursuant to Section 65089.20 of the Government Code, thereby authorizing the Alameda County Congestion Management Agency ("ACCMA") to administer the proceeds from a $10 per year vehicle registration fee on each annual motor-vehicle registration or renewal of registration in Alameda County, starting in May 2011, six months following approval of Measure F. Vehicles subject to the VRF include all motorized vehicles, including passenger cars, light-duty trucks, medium-duty trucks, heavy-duty trucks, buses of all sizes, motorcycles, and motorized camper homes, unless vehicles are expressly exempted from the payment of the VRF.

E. Funds raised by the VRF will be used exclusively for local transportation purposes in Alameda County that have a relationship or benefit to the owners of motor vehicles paying the VRF, including projects and programs identified in the expenditure plan approved by the voters as part of Measure F (the "VRF Expenditure Plan").

F. On June 24, 2010, ACTIA and ACCMA took the final actions to create ALAMEDA CTC, which has assumed the responsibilities of ACTIA and ACCMA, including duties related to Measure B and the VRF.

G. On November 4, 2014, the voters of Alameda County, pursuant to the Act, approved Measure BB, thereby authorizing ALAMEDA CTC to administer the proceeds from the extension of the existing Measure B one-half of one percent transaction that is scheduled to terminate on March 31, 2022, and the augmentation of the tax by one-half of one percent.

H. The duration of the Measure BB sales tax will be 30 years from the initial year of collection, which begins April 1, 2015, with said tax to terminate/expire on March 31, 2045. The tax proceeds will be used to pay for the investments outlined in Alameda County's 30-Year Transportation Expenditure Plan ("Measure BB Expenditure Plan"), as it may be amended.

I. This AGREEMENT delineates the requirements of the Measure B/Measure BB/VRF Direct Local Distribution ("DLD") funds that are directly allocated to local jurisdictions and transit operators, as authorized by the Measure B Expenditure Plan, the VRF Expenditure Plan, and the Measure BB Expenditure Plan. Discretionary funds identified in these expenditure plans are not the subject of this AGREEMENT, and RECIPIENT will be required to enter into a separate agreement for those funds.

J. This AGREEMENT was originally approved by the governing body of the ALAMEDA CTC on February 25, 2016.

NOW, THEREFORE, it is mutually agreed by and between the parties as follows:

ARTICLE I: FUNDING ALLOCATIONS

1. This AGREEMENT authorizes the ALAMEDA CTC to allocate the DLD funds derived from Measure B, Measure BB, and VRF receipts as described in their respective voter-approved expenditure plans and as summarized in Table A: DLD Investment Summary and described below for different fund types.

Table A: DLD Investment Summary	
DLD Program	**Fund Program**
Bicycle and Pedestrian Program	Measure B and Measure BB
Local Streets and Roads Program	Measure B, Measure BB, and VRF
Mass Transit Program	Measure B and Measure BB
Paratransit Program	Measure B and Measure BB

2. All DLD distributions pursuant to this AGREEMENT shall be effective as of July 1, 2016.

A. BICYCLE AND PEDESTRIAN PROGRAM

1. ALAMEDA CTC will distribute Measure B and Measure BB DLD funds pursuant to a formula weighted 100 percent by the jurisdiction's population within the subarea. RECIPIENT's allocations are subject to change based on variations in annual population figures.

2. The Bicycle and Pedestrian Program Implementation Guidelines provide program eligibility and fund usage guidelines, definitions, additional requirements, and guideline adoption details. Said guidelines are hereby incorporated into this AGREEMENT by reference.

B. LOCAL STREETS AND ROADS (LOCAL TRANSPORTATION) PROGRAM

1. ALAMEDA CTC will distribute Measure B and Measure BB DLD funds pursuant to a formula weighted 50 percent by the jurisdiction's population within the subarea and 50 percent by the number of road miles within the subarea. RECIPIENT's allocations are subject to change based on variations in annual population and road mile figures.

2. ALAMEDA CTC will distribute VRF DLD funds pursuant to a formula weighted 50 percent by the jurisdiction's population within the subarea and 50 percent of the number of registered vehicles in the subarea. RECIPIENT's allocations are subject to change based on variations in annual population and number of registered vehicle figures, as they are made available.

3. The Local Streets and Roads Program Implementation Guidelines provide, program eligibility and fund usage guidelines, definitions, additional requirements, and guideline adoption details. Said guidelines are hereby incorporated into this AGREEMENT by reference.

4. RECIPIENT shall expend a minimum of 15 percent of all Measure BB funds received on project elements directly benefiting bicyclists and pedestrians.

C. MASS TRANSIT PROGRAM

1. ALAMEDA CTC will distribute Measure B and Measure BB DLD funds pursuant to set percentages detailed in the Measure B Expenditure Plan and the Measure BB Expenditure Plan. RECIPIENT's percentage fund distribution, if applicable, is detailed in the Measure B and Measure BB Mass Transit Direct Local Distribution Summary, attached hereto as Exhibit A and incorporated into this AGREEMENT by reference. RECIPIENT's allocations are subject to change based on transit service changes.

2. The Mass Transit Program Implementation Guidelines provide program eligibility and fund usage guidelines, definitions, additional requirements, and guideline adoption details. Said guidelines are hereby incorporated into this AGREEMENT by reference.

D. PARATRANSIT PROGRAM

1. ALAMEDA CTC will distribute Measure B and Measure BB DLD funds by subarea pursuant to percentages in the Measure B Expenditure Plan, and the Measure BB Expenditure Plan. RECIPIENT's percentage fund distribution by subarea, if applicable, is shown on Exhibit B attached hereto and is incorporated into this AGREEMENT by reference.

a. Measure BB distributions to cities and local transit operators are based on a percentage of the population over age 70 in each of the four planning areas for city-based and mandated paratransit services of local bus transit providers.

b. ALAMEDA CTC will distribute Measure BB to the East Bay Paratransit Consortium pursuant to set percentages in the Measure BB Expenditure Plan to assist the Alameda-Contra Costa Transit District and the San Francisco Bay Area Rapid Transit in meeting its responsibilities under the American with Disabilities Act (ADA).

c. Measure B and BB DLD funds may be further distributed to individual cities within each planning area based on a formula refined by PAPCO, and approved by the ALAMEDA CTC Commission (the "Commission"). RECIPIENT's allocations are subject to change based on updated annual population figures.

2. The Paratransit Program Implementation Guidelines provide program eligibility and fund usage guidelines, definitions, additional requirements, and guideline adoption details. Said guidelines are hereby incorporated into this AGREEMENT by reference.

ARTICLE II: PAYMENTS AND EXPENDITURES

A. ALAMEDA CTC'S DUTIES AND OBLIGATIONS

1. Within five working days of actual receipt of the monthly Measure B and Measure BB sales tax revenues and VRF revenues from the State Board of Equalization ("BOE"), the bond trustee or the California Department of Motor Vehicles, Alameda CTC shall remit to the RECIPIENT its designated amount of available DLD funds disbursed on a monthly basis by the formulas described above.

2. ALAMEDA CTC shall annually update the Measure B, Measure BB, and VRF fund revenue projections and the resulting fund allocation formulas to reflect the most current population using the California Department of Finance's annual population estimates (Report E-1 published in May); maintained road mileage from the California Department of Transportation; and the number of registered vehicles in each Alameda County subarea, using registered vehicle data provided by the California Department of Motor Vehicles, as it is made available. ALAMEDA CTC shall use the updated Measure B, Measure BB, and VRF program allocation formulas in the allocations beginning July 1 of each new fiscal year, which is from July 1 to June 30.

3. ALAMEDA CTC shall report monthly to the public the amount of Measure B, Measure BB, and VRF revenues distributed to RECIPIENT by each fund type monthly and for the fiscal year.

4. ALAMEDA CTC shall provide for an independent annual audit of its financial statements including revenues and expenditures and also of its calculation of the allocation formula for distributing Measure B, Measure BB, and VRF revenues to various recipients and render an annual report to the ALAMEDA CTC Commission within 180 days following the close of the fiscal year.

5. ALAMEDA CTC shall provide timely notice to RECIPIENT prior to conducting an audit of expenditures made by RECIPIENT to determine whether such expenditures are in compliance with this AGREEMENT, the Measure B Expenditure Plan, the Measure BB Expenditure Plan, or the VRF Expenditure Plan.

B. RECIPIENT'S DUTIES AND OBLIGATIONS

1. RECIPIENT shall expend all Measure B, Measure BB, and VRF funds received in compliance with the applicable guidelines and Plan(s), including the Implementation Guidelines and performance measures, as they may be adopted or amended by ALAMEDA CTC from time to time.

2. RECIPIENT shall set up and maintain an appropriate system of accounts to report on Measure B, Measure BB, and VRF funds received. RECIPIENT must account for Measure B, Measure BB, and VRF funds, including any interest received or accrued, separately for each fund type, and from any other funds received from the ALAMEDA CTC. The accounting system shall provide adequate internal controls and audit trails to facilitate an annual compliance audit for each fund type and the respective usage and application of said funds. ALAMEDA CTC and its representatives, agents and nominees shall have the absolute right at any reasonable time to inspect and copy any accounting records related to such funds, except to the extent specifically prohibited by applicable law.

3. RECIPIENT shall expend Measure B, Measure BB, and VRF funds in compliance with the Timely Use of Funds Policies for Direct Local Distributions, as approved by the Commission, and as they may be adopted or amended by ALAMEDA CTC from time to time.

4. RECIPIENT hereby agrees to and accepts the formulas used in the allocation of Measure B, Measure BB, and VRF revenues as reflected in the ballot measures, the Measure B Expenditure Plan, the Measure BB Expenditure Plan, and the VRF Expenditure Plan, and agrees to accept and utilize the California Department of Finance Estimates of Population figures (Report E-1, updated each May) for California cities and counties for the annual update of the sales tax allocation formulas to begin in each new fiscal year and registered vehicle data provided by the California Department of Motor Vehicles when available.

C. OTHER EXPENDITURE RESTRICTIONS

1. **Transportation Purposes Only:** RECIPIENT shall use all Measure B, Measure BB, and VRF funds solely for transportation purposes as defined by the authorizing ballot measures. Any jurisdiction that violates this provision must fully reimburse all misspent funds, including all interest which would have been earned thereon.

2. **Non-Substitution of Funds:** RECIPIENT shall use Measure B and Measure BB funds, pursuant to the Act, and VRF funds to supplement and not replace existing property taxes used for transportation purposes.

3. **Fund Exchange:** Any fund exchanges made using Measure B, Measure BB, or VRF funds must be made for transportation purposes. ALAMEDA CTC will consider exchange proposals on a case-by-case basis.

4. **Staff Cost Limitations:** Direct costs associated with the delivery of programs and projects associated with Measure B, Measure BB, and VRF programs, including direct staff costs and consultant costs, are eligible uses of Measure B, Measure BB, and VRF funds. ALAMEDA CTC does not allow indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan.

ARTICLE III: REPORTING REQUIREMENTS

A. REQUIREMENTS AND WITHHOLDING

RECIPIENT shall comply with each of the reporting requirements set forth below. If RECIPIENT fails to comply with one or more of these requirements, ALAMEDA CTC may withhold payment of further Measure B, Measure BB, and/or VRF funds to RECIPIENT until full compliance is achieved.

1. RECIPIENT shall, by December 31st of each year, submit to ALAMEDA CTC, at the RECIPIENT's expense, separate independently audited financial statements for the prior fiscal year ended June 30 of Measure B, Measure BB, and VRF funds received and used.

2. RECIPIENT shall, by December 31st of each year, submit to ALAMEDA CTC, at the RECIPIENT's expense, annual program compliance reports (covering the prior fiscal year) regarding programs and projects on which RECIPIENT expended Measure B, Measure BB, and VRF funds.

3. RECIPIENT shall document expenditure activities and report on the performance of Measure B, Measure BB, and VRF funded activities through the annual program compliance reporting process, or through other ALAMEDA CTC performance and reporting processes as they may be requested, including but not limited to the annual performance report, annual program plan, planning monitoring reports. Program Performance Measures are attached hereto as Exhibit C.

4. RECIPIENT shall install or mount signage adjacent to Measure B, Measure BB, and VRF funded construction projects and on vehicles funded with Measure B, Measure BB, and VRF funds (e.g., RECIPIENT and ALAMEDA CTC logos; "Your Transportation Tax Dollars Help Fund the Operation of This Vehicle!") where practical, so Alameda County taxpayers are informed as to how RECIPIENT is using Measure B, Measure BB, and/or VRF funds.

5. RECIPIENT shall provide current and accurate information on RECIPIENT's website, to inform the public about how RECIPIENT is using Measure B, Measure BB, and/or VRF funds.

6. RECIPIENT shall, at least annually, publish an article highlighting a project or program funded by Measure B, Measure BB, and/or VRF funds.

7. RECIPIENT shall actively participate in a Public Awareness Program, in partnership with ALAMEDA CTC and/or its community advisory committees, as a means of ensuring that the public has access

to the ability to know which projects and programs are funded through Measure B, Measure BB, and/or VRF funds.

8. RECIPIENT shall make its administrative officer or designated staff available upon request to render a report or answer any and all inquiries in regard to RECIPIENT's receipt, usage, and/or compliance audit findings regarding Measure B, Measure BB, and/or VRF funds before the Commission and/or the Independent Watchdog Committee or community advisory committees, as applicable.

9. RECIPIENT agrees that ALAMEDA CTC may review and/or evaluate all project(s) or program(s) funded pursuant to this AGREEMENT. This may include visits by representatives, agents or nominees of ALAMEDA CTC to observe RECIPIENT's project or program operations, to review project or program data and financial records, and to discuss the project with RECIPIENT's staff or governing board.

ARTICLE IV: OTHER PROVISIONS

A. GEOGRAPHIC BREAKDOWN

In all cases the geographic breakdown by subarea is as follows:

1. North Area refers to the Cities of Alameda, Albany, Berkeley, Emeryville, Oakland, and Piedmont.

2. Central Area includes the Cities of Hayward and San Leandro, and the unincorporated area of Castro Valley, as well as other unincorporated lands governed by Alameda County in the Central Area.

3. South Area includes the Cities of Fremont, Newark, and Union City.

4. East Area includes the Cities of Livermore, Dublin, and Pleasanton, and all unincorporated lands governed by Alameda County in the East Area.

B. INDEMNITY BY RECIPIENT

Neither ALAMEDA CTC, nor its governing body, elected officials, any officer, consultant, agent, or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by RECIPIENT in connection with the Measure B, Measure BB, or VRF funds distributed to RECIPIENT pursuant to this AGREEMENT. It is also understood and agreed, pursuant to Government Code Section 895.4, RECIPIENT shall fully defend, indemnify and hold harmless ALAMEDA CTC, its governing body, and all its officers, agents, and employees, from any liability imposed on ALAMEDA CTC for injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by RECIPIENT in connection with the Measure B, Measure BB, or VRF funds distributed to RECIPIENT pursuant to this AGREEMENT.

C. INDEMNITY BY ALAMEDA CTC

Neither RECIPIENT, nor its governing body, elected officials, any officer, consultant, agent, or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or

omitted to be done by ALAMEDA CTC under or in connection with any work, authority or jurisdiction delegated to ALAMEDA CTC under this AGREEMENT. It is also understood and agreed, pursuant to Government Code Section 895.4, Alameda CTC shall fully defend, indemnify, and hold harmless RECIPIENT, and its governing body, elected officials, all its officers, agents, and employees from any liability imposed on RECIPIENT for injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by ALAMEDA CTC under or in connection with any work, authority or jurisdiction delegated to ALAMEDA CTC under this AGREEMENT.

D. JURISDICTION AND VENUE

The laws of the State of California will govern the validity of this AGREEMENT, its interpretation and performance, and any other claims to which it relates. All legal actions arising out of this AGREEMENT shall be brought in a court of competent jurisdiction in Alameda County, California and the parties hereto hereby waive inconvenience of forum as an objection or defense to such venue.

E. ATTORNEYS' FEES

Should it become necessary to enforce the terms of this AGREEMENT, the prevailing party shall be entitled to recover reasonable expenses and attorneys' fees from the other party.

F. TERM

The term of this AGREEMENT shall be from July 1, 2016 to June 30, 2026, unless amended in writing or a new Master Programs Funding Agreement is executed between ALAMEDA CTC and RECIPIENT.

G. SEVERABILITY

If any provision of this AGREEMENT is found by a court of competent jurisdiction or, if applicable, an arbitrator, to be unenforceable, such provision shall not affect the other provisions of the AGREEMENT, but such unenforceable provisions shall be deemed modified to the extent necessary to render it enforceable, preserving to the fullest extent permissible the intent of the parties set forth in this AGREEMENT.

H. MODIFICATION

This AGREEMENT, and its Exhibits, as well as the referenced Implementation Guidelines, constitutes the entire AGREEMENT, supersedes all prior written or oral understandings regarding Measure B, Measure BB, and VRF program funds (but not project funding agreements), including but not limited to ALAMEDA CTC Measure B/BB/VRF Master Programs Funding Agreements, which former agreements are terminated as of the effective date hereof. This AGREEMENT may only be changed by a written amendment executed by both parties. Notwithstanding the foregoing, the Implementation Guidelines, Performance Measures, and Timely Use of Funds Policies related to Measure B, Measure BB, and VRF funds may be changed from time to time by the ALAMEDA CTC.

[Signatures on next page]

IN WITNESS WHEREOF, the parties have executed this AGREEMENT by their duly authorized officers as of the date first written below.

CITY OF FREMONT (RECIPIENT)

By: _____ 5-16-16
Jessica von Borck Date
Assistant City Manager

Attested:

By: _____
Susan Gauthier
City Clerk

Approved as to Form and Legality:

By: _____
Nellie Ancel Date
Senior Deputy City Attorney

ALAMEDA COUNTY TRANSPORTATION COMMISSION (ALAMEDA CTC)

By: _____ 06/06/16
Arthur L. Dao Date
Executive Director

Recommended:

By: _____ 05/31/16
Deputy Director of Programming and Projects Date

Reviewed as to Budget/Financial Controls:

By: _____ 5/27/16
Patricia Reavey Date
Director of Finance and Administration

Approved as to Legal Form:

By: _____ 5/27/16
Wendel, Rosen, Black & Dean LLP Date
Legal Counsel to ALAMEDA CTC

EXHIBIT A

MEASURE B AND MEASURE BB
MASS TRANSIT DIRECT LOCAL DISTRIBUTION SUMMARY

Alameda CTC distributes Measure B and Measure BB Mass Transit Direct Local Distribution funds based on the distribution percentages for net Measure B and Measure BB Revenues specified in the Measure B Expenditure Plan and Measure BB Expenditure Plan, as shown below.

Table 1: Measure B

Agency	Area	Percentage of Net Revenues
AC Transit	North County	9.48%
AC Transit	Central County	4.74%
AC Transit	South County	1.61%
AC Transit Welfare to Work	North County	1.24%
AC Transit Welfare to Work	Central County	0.22%
LAVTA	East County	0.69%
Union City Transit	South County	0.34%
ACE	East/South County	2.12%
SF WETA	Alameda County	0.78%

Table 2: Measure BB

Agency	Area	Percentage of Net Revenues
AC Transit	Alameda County	18.80 %
ACE	East/South County	1.00 %
BART	Alameda County	0.50 %
LAVTA	East County	0.50 %
Union City Transit	South County	0.25 %
SF WETA	Alameda County	0.50 %

Countywide Local and Feeder Bus Service: Provides funding for countywide local and feeder bus service in every region of the county to link neighborhoods and commuters to BART, rail, and express bus connections throughout the county. Welfare to Work programs dedicate 1.46 percent of overall Measure B net sales tax revenues to enhancing transportation opportunities for persons making the transition from welfare to work.

Other Mass Transit Programs: Provides funding to San Francisco Water Emergency Transportation Authority (WETA) Transbay Ferry Service to expand transbay ferry service from Alameda. Provides funding to Altamont Commuter Express (ACE) for capital and operating costs for operations in South and East Alameda County.

Transit Operations: Provides funding to transit operators for maintenance of transit service, restoration of service cuts, expansion of transit service, and passenger safety and security. The transit operators will determine the priorities for these funds through public processes and will submit an annual audit to Alameda CTC.

AC Transit agrees to allocate 1.46 percent of overall net Measure B sales tax receipts to enhancing transportation opportunities for persons making the transition from welfare to work. These "welfare to work" funds can be used by AC Transit for service restoration and expansion or implementation of improved bus

service to facilitate travel to and from work. AC Transit will prioritize the restoration and development of new service to meet the employment-related transit needs of low-income residents in northern and central Alameda County.

Additionally, these funds may be used, at the determination of AC Transit, to provide subsidies of regular bus fares for individuals living in northern and central Alameda County who are transferring from welfare to work as well as those who are economically disadvantaged. In the event that sufficient funds are otherwise available to AC Transit to meet these needs then "welfare to work" funds can be used for other general passenger service purposes in northern and central Alameda County.

AC Transit will work together with and actively seek input from bus riders, business leaders, mayors and other elected officials in San Leandro, Hayward, and the unincorporated areas in Central Alameda County to ensure that the additional transit funds in Central County are used for bus improvements such as night, weekend, and more frequent service, connections to residential growth areas, and access to major employment centers, including enhancement of east-west corridors.

AC Transit will continue to provide transit service similar to the Department of Labor-funded shuttle to and from job sites in East and West Oakland, as needed. AC Transit, Alameda County, the City of Oakland, the Port of Oakland and other entities will look for additional money from outside sources to fund the service. If needed, Measure B funds may be used.

EXHIBIT B

MEASURE B AND MEASURE BB
PARATRANSIT DIRECT LOCAL DISTRIBUTION SUMMARY

Alameda CTC distributes Measure B and Measure BB paratransit funds to County subareas/planning areas and to AC Transit and BART based on the distribution percentages in the Measure B Expenditure Plan and the Measure BB Expenditure Plan, as shown below. Distributions to jurisdictions for non-mandated services within each subarea are based on allocation formulas refined by Paratransit Advisory and Planning Committee (PAPCO) and approved by the Commission.

Table 1: Measure B	
Area/Agency	**Measure B Percentage[1]**
North County (non-mandated) *Cities of Alameda, Albany, Berkeley, Emeryville, and Oakland*	**1.24%**
Central County (non-mandated) *Cities of Hayward and San Leandro*	**0.88%**
East County (non-mandated) *LAVTA and City of Pleasanton*	**0.21%**
South County (non-mandated) *Cities of Fremont, Newark, and Union City*	**1.06%**
North County[2] (ADA-mandated) *AC Transit and BART*	**4.53%**
Central County[2] (ADA-mandated) *AC Transit and BART*	**1.10%**

1. Percentage of Measure B funds required to be distributed to each area in the County. Funding for special transportation for seniors and people with disabilities is provided for services mandated by the ADA to fixed-route public transit operators who are required to provide that service. Funds for the South County are allocated between mandated and non-mandated programs on an annual basis by the cities in that part of the County.
2. Americans with Disabilities Act (ADA) mandated services are allocated to AC Transit and BART according to the percentages included in the Expenditure Plan.

Table 2: Measure BB	
Area/Agency	**Percentage[1]**
City-based and Locally Mandated	**3.0%**
North County *Cities of Alameda, Albany, Berkeley, Emeryville, and Oakland*	
Central County[2] *Cities of Hayward and San Leandro, and unincorporated area of Castro Valley, as well as other unincorporated lands governed by Alameda County in the Central Area.*	
South County *Cities of Fremont, Newark, Union City, as well as Union City Transit.*	
East County[3] *Cities of Livermore, Dublin, and Pleasanton, and unincorporated lands governed by Alameda County in the East Area, and LAVTA.*	
AC Transit - East Bay Paratransit[4]	**4.5%**
BART- East Bay Paratransit[4]	**1.5%**

1. Funds are distributed based on the percentage of the population over age 70 in each of the four planning areas for city-based and mandated paratransit services. Funds can be further allocated to individual cities within each planning area based on a formula refined by PAPCO.
2. Funding will be assigned to Hayward to serve the unincorporated areas.
3. Funding for Livermore and Dublin will be assigned to LAVTA for their ADA-mandated paratransit program.
4. Measure BB funds are dispersed to AC Transit and BART to operate the East Bay Paratransit Consortium.

EXHIBIT C

PERFORMANCE MEASURE SUMMARY

Direct Local Distribution recipients are to document the performance and benefits of the projects and programs funded with Measure B, Measure BB, and/or Vehicle Registration Fee funds. The following performance measures are a selection of performance standards that must be documented at minimum by the recipients, as applicable. Additional performance measures may be requested by the Alameda CTC.

Performance reporting will be done through Alameda CTC's reporting processes including the annual program compliance reports, annual performance report, and various planning activities, as they are requested and applicable. Performance will be evaluated periodically through the aforementioned evaluation reports to determine the effectiveness of investments and to inform future investment decisions.

BICYCLE AND PEDESTRIAN PROGRAM PERFORMANCE MEASURES

Performance Measure	Performance Metric and Standard	Evaluation Horizon & Method	Corrective Action	Potential Improvements to Correct Deficiency
Current Master Plans Maintain a current Bicycle/Pedestrian Master Plan (BPMP) that features required core elements	Plan(s) no more than 5 years old, based on adoption date.	Annually via Compliance Report	Any agency without a current plan is required to explain and provide anticipated schedule and funding to achieve plan update.	- Schedule for update
Infrastructure Investment - Number of linear feet or lane miles of bicycle facilities built or maintained (bike lanes, bike routes, multi-use pathways) - Number of pedestrian projects completed (linear feet of sidewalks, number of crossing improvements, quantify traffic calming items, lighting, landscaping/streetscape, number of curb/ADA ramps, linear feet of trail/pathway built or maintained)	- Bikeway projects completed by roadway segment and facility type - Pedestrian projects completed by category (or categories) of improvement; increased quantity of specific improvements i.e. crossing improvements, striping, signage, curb ramps, pathways.	Annually via Compliance Report	N/A; Report on investments	N/A
Capital Project and Program Investment Amount expended on capital projects and programs by phase (design, row, con and capital support)	Investment into capital projects and programs is greater than funding program administration (outreach, staffing, administrative support)	Annually via Compliance Report	Any agency expending less on capital investments compared to other activities must explain how capital investments will be addressed in subsequent years	N/A

EXHIBIT C *(cont.)*

LOCAL TRANSPORTATION PROGRAM (Local Streets and Roads)
PERFORMANCE MEASURES

Performance Measure	Performance Metric and Standard	Evaluation Horizon & Method	Corrective Action	Potential Improvements to Correct Deficiency
Pavement State of Repair	Maintain a city-wide average Pavement Condition Index of 60 (Fair Condition) or above Track PCI reported based on regional data: http://www.mtc.ca.gov/news/street_fight/	Annually via Performance Report	Any agency falling under 60 PCI must provide an explanation and/or identify corrective action will need to increase PCI to target levels	Develop corrective actions
Complete Streets Implementation - Expenditure of LSR funds on bicycle and pedestrian projects elements (for Measure BB funds only) - Number of exceptions to adopted local complete streets policies issued	- Maintain a 15% annual minimum LSR investment to support bicycling and walking - Number of projects where accommodation for all users and modes of transportation not included	Annually via Compliance Report	Fund expenditures: Any agency not achieving the target percentage must explain or identify future plan. Policy exceptions: N/A	N/A
Capital Project and Program Investment Amount expended on capital projects and programs by phase (design, row, con and capital support) and by key corridors	Investment into capital projects and programs is greater than funding program administration (outreach, staffing, administrative support)	Annually via Compliance Report	Any agency expending less on capital investments compared to other activities must explain how capital investments will increase in the subsequent years	Develop corrective actions
Corridor-level Vehicle Speed and Reliability Historic trend of vehicle speed and reliability (V/C) during AM/PM peak hours on key corridors with Capital or Operational Investments	Speed and reliability trends should maintain or improve if corridor had Capital or Operational investments since the last Alameda CTC's Level of Service (LOS) Reporting period.	Bi-annually via Alameda CTC's (LOS) Report	Any agency that shows worsening speed or reliability trend after improvements must provide an explanation and identify corrective steps.	Develop corrective actions

EXHIBIT C *(cont.)*

MASS TRANSIT PROGRAM
PERFORMANCE MEASURES

Performance Measure	Performance Metric and Standard	Evaluation Horizon and Method	Corrective Action	Potential Improvements to Correct Deficiency
Ridership/Service Utilization - Annual Ridership - Passenger trips per revenue vehicle hour/mile	Change in annual ridership and passenger trips per revenue vehicle hour/mile and qualitative explanation for possible reasons	Annually via Performance Report	N/A	N/A
On-time Performance: System wide Average and Key Trunk Lines On time performance of transit system	- Average on-time performance based upon the mode of transit with a target of 75% to 90% or based on the transit agency's adopted performance goals and standards - Agencies are expected to maintain or increase on-time performance annually	Annually via Performance Report	Any agency not meeting this target must prepare a deficiency plan with short- and long-term actions to correct, and explain what would be required to provide this level of service. The deficiency plan should include the involvement of agencies that have jurisdiction over areas that may be impacting transit performance, where applicable.	Through the deficiency plan, identify any corrective actions, responsibilities, and funding opportunities to improve system performance.
Travel Time Speed and reliability (peak vs non-peak) of key trunk lines (bus operators only)	Average speeds at least 50 percent of prevailing auto speed or maintain or increase speed annually	Bi-annually via Alameda CTC's LOS Monitoring Report	Any agency not meeting this target must prepare a deficiency plan with short- and long-term actions to correct, and explain what would be required to provide this level of service. The deficiency plan should include the involvement of agencies that have jurisdiction over areas that may be impacting transit performance, where applicable.	Through the deficiency plan, identify any corrective actions, responsibilities, and funding opportunities to improve system performance.
Cost Effectiveness - Operating Cost per Passenger - Operating Cost per Revenue Vehicle Hour/Mile	Maintain operating cost per passenger or per revenue vehicle hour/mile; percentage increase less than or equal to inflation as measured by CPI	Annually via Performance Report	Any agency with significant increase in costs must provide an explanation	N/A
Transit Fleet State of Good Repair - Distance between breakdowns/service interruptions - Missed trips - Miles between road-calls	- Maintain or increase average distance between break downs or road calls - Maintain or reduce the number of missed trips	Annually via Performance Report	Any agency not meeting expected performance must provide an explanation	N/A
Service Provision - Frequency and service span on major corridors or trunk lines - Revenue hours - Revenue miles	- 15 minute or better frequencies on major corridors or trunk lines: 10 minute or better frequencies during weekday peak periods - Service span of 7 days/week, 20 hours per day - Maintain or increase revenue hours/miles	Annually via performance report	Any agency not meeting expected performance must provide an explanation and a description of how service provision will be met in the future	N/A

EXHIBIT C *(cont.)*

PARATRANSIT PROGRAM
PERFORMANCE MEASURES

Performance Measure	Performance Metric and Standard	Evaluation Horizon and Method	Corrective Action	Potential Improvements to Correct Deficiency
Service Operations and Provisions Number of people served or trips provided	Track number of individuals served by program. - Service types such as ADA mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips, travel training, meal delivery	Annually via Compliance Report and Program Plan Review	N/A; Report on ridership or service data.	N/A
Cost Effectiveness Cost per Trip or Cost per Passenger Total Measure B/BB program cost per one-way passenger trip divided by total trips or total passengers during period.	Maintain cost per trip or per passengers - Service types such as ADA mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips	Annually via Compliance Report and Program Plan Review	Any agency with significant increase in costs must provide an explanation	Develop corrective actions

Note: The Paratransit Program Implementation Guidelines contains additional listing of performance measures by program type.

Alameda County Transportation Commission
Implementation Guidelines
For the Bicycle and Pedestrian Safety Program funded through
Measure B, Measure BB, and Vehicle Registration Fees

Section 1. Purpose

A. To delineate the eligible uses of Bicycle and Pedestrian Safety Funds authorized under Alameda County Transportation Commission Master Program Funding Agreements, these implementation guidelines have been developed to specify the requirements that local jurisdictions must follow in their use of Measure B, Measure BB, and VRF Direct Local Distribution and discretionary funds. These guidelines are incorporated by reference in the Master Program Funding Agreements. All other terms and conditions for programs are contained in the agreements themselves. The intent of the implementation guidelines is to:

1. Provide guidance on Bicycle and Pedestrian Safety funds eligible uses and expenditures.
2. Define the terms in the Master Program Funding Agreements.
3. Guide Bicycle and Pedestrian Program implementation.

Section 2. Authority

A. These Implementation Guidelines have been adopted by the Alameda County Transportation Commission (Alameda CTC) and set forth eligible uses and expenditures for the Bicycle and Pedestrian Safety funds. The Alameda CTC may update these guidelines on an as-needed basis and will do so with involvement of its technical and community advisory committees (as applicable). Exceptions to these guidelines must be requested in writing and be approved by the Alameda CTC.

Section 3. Background

A. Alameda CTC developed Implementation guidelines for the Bicycle and Pedestrian Safety Funds to clarify eligible fund uses and expenditures in association Master Programs Funding Agreements for the November 2000 voter-approved Measure B Direct Local Distribution funds (formally known as "pass-through funds"). In 2012, the Master Programs Funding Agreements were updated to include the voter approved Measure F - Vehicle Registration Fee (VRF) program. In November 2014, voters approved the 2014 Transportation Expenditure Plan, Measure BB, and new Master Programs Funding Agreements were subsequently developed to incorporate Measure BB funds.

Section 4. Definition of Terms

A. **Alameda CTC:** The Alameda County Transportation Commission is a Joint Powers Authority created by the merger of the Alameda County Congestion Management Agency, which performed long-range planning and funding for countywide transportation projects and programs, and the Alameda County Transportation Improvement Authority, which administered the voter approved half-cent transportation sales taxes in Alameda County (the 1986 and 2000 approved Measure B sales tax programs)

B. **Capital project:** A bicycle and pedestrian capital investment that typically requires the following phases: planning/feasibility, scoping, environmental clearance, design, right-of-way, construction, and completion.

C. **Complete Street:** A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Complete street concepts apply to rural, suburban, and urban areas. (Caltrans definition)

D. **Complete Streets Act of 2008:** The California Complete Streets Act (Assembly Bill 1358) was signed into law in September 2008. It requires that local jurisdictions modify their general plans as follows:

> "(A) Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.
>
> (B) For the purposes of this paragraph, "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors."

E. **Construction:** Construction of a new capital project, including development of preliminary engineering and construction documents, including plans, specifications, and estimates.

F. **Cost Allocation Plans (CAPs):** CAPs and Indirect cost rate proposals (IDCs) are plans that provide a systematic manner to identify, accumulate, and distribute allowable direct and indirect costs to Bicycle and Pedestrian Safety programs funded through the Alameda CTC Master Programs Funding Agreements.

G. **Direct cost:** A cost completely attributed to the provision of a service, operations, a program, a capital cost, or a product. These costs include documented hourly project staff labor charges (salaries, wages and benefits) which are directly and solely related to the implementation of the Alameda CTC-funded Bicycle and Pedestrian Safety Funds, consultants, and materials. These funds may be used for travel or training if they are directly related to the implementation of the Bicycle and Pedestrian Safety Funds.

H. **Direct Local Distribution Funds:** Funds are allocated based upon a funding formula (such as population, registered vehicles, roadmiles, or a combination thereof) defined in a voter approved measure and provided to eligible jurisdictions on a regularly schedule basis (such as a regular monthly payment).

I. **Environmental Documents**: Preparation of environmental documents, such as those related to the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA), or permits required by state or federal permitting agencies.

J. **Grants**: Funding for plans, programs or projects based upon a competitive call for projects, an evaluation process based on adopted evaluation criteria and allocated based upon a reimbursement basis.

K. **Indirect cost:** Also known as "overhead," any cost of doing business other than direct costs. These costs include utilities, rent, administrative staff, officer's salaries, accounting department costs and personnel department costs, which are requisite for general operation of the organization, but are not directly allocable to a particular service or product.

L. **Local Bicycle Master Plan/Local Pedestrian Master Plans:** Locally adopted plans that, at a minimum, examine existing conditions for walking and/or bicycling, and provide recommendations on improving the walking and/or bicycling environment, and prioritize these improvements. These plans may be stand-alone bicycle and pedestrian plans or may be a joint plan that addresses both walking and bicycling.

M. **Maintenance:** Repairs, renovation, or upgrade of existing facility or infrastructure.

N. **Measure B:** Alameda County's half-cent transportation sales tax, originally approved in 1986, then reauthorized by voters in November 2000. Collection of the sales tax began on April 1, 2002. Administered by the Alameda CTC, Measure B funds four types of programs in 20 local jurisdictions: bicycle and pedestrian, local streets and roads, mass transit, and paratransit.

O. **Measure BB:** Alameda County voters approved Measured BB, the 2014 Transportation Expenditure Plan, in November 2014. It authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015. Administered by the Alameda CTC, Measure BB funds four types of programs in 20 local jurisdictions: bicycle and pedestrian, local streets and roads, mass transit, and paratransit.

P. **Operations:** Provision of services that operate transportation facilities and programs. Operations costs do not include the costs to operate community outreach or other programs not directly related to a specific transportation service, program, or product.

Q. **Direct Local Distribution Funds:** Funds are allocated based upon a funding formula (such as population, registered vehicles, roadmiles, or a combination thereof) defined in a voter approved measure and provided to eligible jurisdictions on a regularly schedule basis (such as a regular monthly payment).

R. **Planning:** Identification of project and program current conditions and needs and development of strategies and plans to address the identified needs.

S. **Project Completion/Closeout:** Inspection/project acceptance, final invoicing, final reporting, and processes for closing out project.

T. **Scoping and Project Feasibility:** Early capital project phases that identify project needs, costs and implementation feasibility.

U. **Vehicle Registration Fee (VRF):** Measure F, Alameda County's VRF Program, approved by the voters in November 2010 with 63 percent of the vote. It will generate approximately $12 million per year through a $10 per year vehicle registration fee. Administered by the Alameda CTC, the VRF funds four main types of programs (with the funding distribution noted in parenthesis): local streets and roads (60 percent); transit (25 percent); local transportation technology (10 percent); and bicycle and pedestrian projects (5 percent).

Section 5. Bicycle and Pedestrian Safety Fund Allocations

A. These implementation Guidelines provide guidance on two types of Bicycle and Pedestrian Safety allocation processes for Measure B and Measure BB funds: 1) Direct Local Distribution funds and grants.

1. Bicycle and Pedestrian Direct Local Distribution (DLD) Funds

a. *General:* The Bicycle and Pedestrian DLD Funds are distributed to cities in the county and to Alameda County to be spent on planning and construction of bicycle and pedestrian projects, and the development and implementation of bicycle and pedestrian programs. These funds are intended to expand and enhance bicycle and pedestrian facilities in Alameda County, focusing on high priority projects like gap closures and intermodal connections.

For Measure B, the DLD funds constitute seventy-five percent of the total Measure B bicycle/pedestrian funds. For Measure BB, three percent of total net Measure BB revenues are identified for the Measure BB bicycle/pedestrian DLD program. Each city and Alameda County will receive their proportional share of the DLD based on population over the life of the Measure (which share shall be adjusted annually as described in the Master Programs Funding Agreement). These funds are allocated on a monthly basis directly to each city and the County.

b. *Eligible Uses:* The Measure B and Measure BB Bicycle/Pedestrian DLD funds may be used for capital projects, programs, or plans that directly address bicycle and pedestrian access, convenience, safety, and usage. Eligible uses for these funds include, but are not necessarily limited to:

1) Capital Projects, including:

a. New pedestrian facilities (e.g. sidewalks, curb ramps, countdown signals, accessible signals)

b. Improvements to existing pedestrian facilities

c. New bikeways (such as bicycle routes, boulevards, lanes, multi-use pathways)

d. Improvements or upgrades to existing bikeways

e. Maintenance of bicycle and pedestrian facilities

f. Crossing improvements (at intersections, interchanges, railroads, freeways, etc.) for pedestrians and bicyclists

g. Bicycle parking facilities, including construction, maintenance and operations

h. ADA on-street improvements

i. Signage for pedestrians and/or bicyclists

j. Pedestrian and bicycle access improvements to, from and at transit facilities

k. Traffic calming projects

l. All phases of capital projects, including feasibility studies, planning, and environmental

2) Development of Local Bicycle and/or Pedestrian Master Plans, and updates of Plans

3) Compliance with complete streets policies, to comply with the California Complete Streets Act of 2008, as specified in Section 6.

4) Design and implementation of education, enforcement, outreach, and promotion programs

5) Direct staff and consultant costs to develop, plan, implement, operate, and maintain the bicycle and pedestrian projects and programs.

6) Maintenance of the portion of the street most often used for bicycling (such as bicycle lanes)

7) Bicycle/pedestrian capital projects on non-city property, such as on school district property.

8) Direct staff and consultant costs that support eligible activities, including the end-of-year compliance report

9) Crossing guards

10) Direct staff training costs directly related to implementation of projects, plans, or programs implemented with the Bicycle and Pedestrian Safety Funds

c. *Ineligible Uses:* The following is a list of ineligible uses of Measure B Bicycle/Pedestrian pass-through funds:

1) Non-transportation projects such as fees charged to capital construction projects for services or amenities not related to transportation

2) Repaving of the entire roadway (see "Eligible Uses" above for exceptions)

3) Capital projects, programs, or plans that do not directly address bicycle and pedestrian access, convenience, safety, and usage

4) Projects or programs that exclusively serve city/county staff

5) Indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan

d. *List of Projects/Programs:* All projects and programs that use Measure B and Measure BB Bicycle and Pedestrian Safety DLD funds must receive governing board approval prior to the jurisdiction expending the DLD funding on the project/program. This approval allows the opportunity for the public to provide input on planning for bicycle and pedestrian safety. These projects and programs may be included in any of the following, as long as they have been adopted by the jurisdiction's governing board:

1) List of projects on which to specifically spend Measure B/BB funds

2) Local Bicycle and/or Pedestrian Master Plan with priority projects

3) Capital Improvement Program

4) A resolution, such as to submit a grant application

2. Bicycle and Pedestrian Grant Funds

a. The Alameda CTC will administer a bicycle and pedestrian discretionary grant program using a portion of each of the Measure B, Measure BB, and the VRF Bicycle and Pedestrian Safety funds. The Alameda CTC will adopt *Grant Program Guidelines* before each grant cycle that will establish the guiding policies for that grant cycle, and will publicize each grant funding cycle.

b. Local jurisdictions, transit operators and Community Based Organizations (CBO) in Alameda County may be eligible for these competitive funds as determined by the Alameda CTC discretionary processes and the *Grant Program Guidelines.*

Section 6. Complete Streets Policy Requirement

A. To receive Measure B. Measure BB, and VRF funds, local jurisdictions must do both of the following with respect to Complete Street policies:

1. Have an adopted complete streets policy

2. Comply with the California Complete Streets Act of 2008. The California Complete Streets Act (AB1358) requires that local general plans do the following:

a. Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

b. For the purposes of this paragraph, "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

The Governor's Office of Planning and Research has developed detailed guidance for meeting this law: *Update to the General Plan Guidelines: Complete Streets and the Circulation Element* (http://www.opr.ca.gov/planning/docs/Update_GP_Guidelines_Complete_Streets.pdf).

Section 7. Local Bicycle/Pedestrian Master Plan Requirement

A. To receive Measure B, Measure BB, and VRF funds, local jurisdictions must do all of the following with respect to local bicycle and pedestrian master plans. The Alameda CTC will provide technical assistance and funding to local jurisdictions to meet these requirements through the competitive Bicycle and Pedestrian Safety Grant Program. Jurisdictions may also use DLD funds for the development of local bicycle and pedestrian master plans.

1. Have an adopted Local Pedestrian Master Plan AND Local Bicycle Master Plan, OR have an adopted combined Local Pedestrian and Bicycle Plan; or demonstrate that the plan is being developed and will be adopted.

2. Each plan must be updated, at a minimum, every five years.

3. Each plan must include core elements to ensure that the plan is effective, and that plans throughout the county are comparable, to the extent that is reasonable, to facilitate countywide planning. The Alameda CTC will develop and maintain guidelines outlining these core elements.

Section 8. Advancement of Direct Local Distribution Funds

A. The Alameda CTC may consider advancing future year Direct Local Distribution funds, with the goal of seeing improvements made in the near term. If a jurisdiction is interested in this option, a written request to the Alameda CTC's Director of Finance and Administration and a copy to the Deputy Director of Projects and Programs, indicating the amount of funds requested and the projects on which the funds will be spent, is required. Requests will be considered on an individual basis.

Section 9. Adoption of Implementation Guidelines

A. Implementation Guidelines are adopted by the Alameda CTC on an as-needed basis. Changes to Implementation Guidelines will be brought through the Alameda CTC's Technical Advisory Committee for review and comment, as well as any other Alameda CTC committees as necessary, before changes are adopted by the Alameda CTC's Commission.

Alameda County Transportation Commission Implementation Guidelines for the Local Streets and Roads Program Funded through Measure B, Measure BB, and Vehicle Registration Fees

Section 1. Purpose

A. To delineate the eligible uses of Local Streets and Roads funds authorized under Alameda County Transportation Commission Master Program Funding Agreements, these implementation guidelines have been developed to specify the requirements that local jurisdictions must follow in their use of Measure B, Measure BB, and Vehicle Registration Fees (VRF) Direct Local Distribution funds. These guidelines are incorporated by reference in the Master Programs Funding Agreements. All other terms and conditions for programs are contained in the agreements themselves. The intent of the implementation guidelines is to:

1. Provide guidance on Local Streets and Roads funds eligible uses and expenditures.
2. Define the terms in the Master Programs Funding Agreements.
3. Guide Local Streets and Roads Program implementation.

Section 2. Authority

A. These Implementation Guidelines have been adopted by the Alameda County Transportation Commission and set forth eligible uses and expenditures for the Local Streets and Roads funds. The Alameda CTC may update these guidelines on an as-needed basis and will do so with involvement of its technical and community advisory committees (as applicable). Exceptions to these guidelines must be requested in writing and be approved by the Alameda CTC Commission.

Section 3. Background

A. Alameda CTC developed Implementation Guidelines for the Local Streets and Roads funds to clarify eligible fund uses and expenditures in association with Master Program Funding Agreements for the November 2000 voter-approved Measure B Direct Local Distribution funds (formally known as "pass-through funds". The Expenditure Plan allocates 22.34 percent of Measure B funds for Local Streets and Roads programs and projects. In 2012, the Master Programs Funding Agreements were updated to include the voter approved Measure F - Vehicle Registration Fee (VRF) program. The VRF includes 60 percent of net revenues for a Local Streets and Roads Program. In November 2014, voters approved the 2014 Transportation Expenditure Plan, Measure BB, which allocates 20.00 percent of funds for a Local Streets and Roads program. New Master Programs Funding Agreements were subsequently developed to incorporate Measure BB funds.

Section 4. Definition of Terms

A. **Alameda CTC:** The Alameda County Transportation Commission is a Joint Powers Authority created by the merger of the Alameda County Congestion Management Agency, which performed long-range planning and funding for countywide transportation projects and programs, and the Alameda County Transportation Improvement Authority, which administered the voter-approved, half-cent transportation sales taxes in Alameda County (the Measure B sales tax programs approved in 1986 and 2000).

B. **Bike parking:** Bike racks and lockers, bike shelters, attended bike parking facilities, and bike parking infrastructure.

C. **Bikeways and multiuse paths:** Bike lanes, bike boulevards, sidepaths, bike routes, multiuse pathways, at-grade bike crossings, and maintenance of bikeway facilities.

D. **Bridges and tunnels:** Crossings above or below grade for bicycles, pedestrians, and/or autos and transit.

E. **Capital project:** A capital investment that typically requires the following phases: planning/feasibility, scoping, environmental clearance, design, right-of-way, construction, and completion.

F. **Complete Street:** A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Complete street concepts apply to rural, suburban, and urban areas. (Caltrans definition)

G. **Complete Streets Act of 2008:** The California Complete Streets Act (Assembly Bill 1358) was signed into law in September 2008. It requires that local jurisdictions modify their general plans as follows:

"(A) Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

(B) For the purposes of this paragraph, "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors."

H. **Construction:** Construction of a new capital project, including development of preliminary engineering and construction documents, including plans, specifications, and estimates (PS&E).

I. **Cost Allocation Plans (CAPs):** CAPs and indirect cost (IDC) rate proposals are plans that provide a systematic manner to identify, accumulate, and distribute allowable direct and indirect costs to Local Streets and Roads programs funded through the Alameda CTC Master Programs Funding Agreements.

J. **Direct cost:** A cost completely attributed to the provision of a service, operations, a program, a capital cost, or a product. These costs include documented hourly project staff labor charges (salaries, wages, and benefits) that are directly and solely related to the implementation of the Alameda CTC-funded Local Streets and Roads projects, consultants, and materials. These funds may be used for travel or training if they are directly related to the implementation of the Local Streets and Roads funds.

K. Direct Local Distribution Funds: Funds are allocated based upon a funding formula (such as population, registered vehicles, roadmiles, or a combination thereof) defined in a voter approved measure and provided to eligible jurisdictions on a regularly schedule basis (such as a regular monthly payment).

L. **Education and promotion:** Marketing, education, information, outreach, and promotional campaigns and programs.

M. **Environmental documents**: Preparation of environmental documents, such as those related to the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA), or permits required by state or federal permitting agencies.

N. **Equipment and new vehicles:** Purchase or lease of vehicles and equipment for service improvements, such as information dissemination, fare collection, etc.

O. **Grants**: Funding for plans, programs, or projects based on a competitive call for projects; evaluated based on adopted evaluation criteria; and allocated based on a reimbursement basis.

P. **Indirect cost:** Also known as "overhead," any cost of doing business other than direct costs. These costs include utilities, rent, administrative staff, officers' salaries, accounting department costs, and personnel department costs, which are requisite for general operation of the organization but are not directly allocable to a particular service or product.

Q. **Maintenance:** Repairs, renovation, or upgrade of existing facility or infrastructure.

R. **Measure B:** Alameda County's half-cent transportation sales tax, originally approved in 1986, and reauthorized by voters in November 2000. Collection of the sales tax began on April 1, 2002. Administered by the Alameda CTC, Measure B funds four types of programs in 20 local jurisdictions: bicycle and pedestrian, local streets and roads, mass transit, and paratransit.

S. **Operations:** Provision of services that operate transportation facilities and programs. Operations costs do not include the costs to operate community outreach or other programs not directly related to a specific transportation service, program, or product.

T. **Pedestrian crossing improvements:** At-grade pedestrian crossing improvements such as crosswalks, roadway/geometric changes, or reconfiguration specifically benefiting pedestrians.

U. **Planning:** Identification of project and program current conditions and needs and development of strategies and plans to address the identified needs.

V. **Planning area:** Four geographical sub-areas of the county (Planning Areas 1, 2, 3, and 4). The sub-areas of the county are defined by the Alameda CTC as follows:

1. Planning Area 1 – North Area: Cities of Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont
2. Planning Area 2 – Central Area: Cities of Hayward and San Leandro, and the unincorporated areas of Castro Valley and San Lorenzo, as well as other unincorporated lands in that area
3. Planning Area 3 – South Area: Cities of Fremont, Newark, and Union City
4. Planning Area 4 – East Area: Cities of Dublin, Livermore, and Pleasanton, and all unincorporated lands in that area

W. **Project completion/closeout:** Inspection/project acceptance, final invoicing, final reporting, and the processes for closing out a project.

X. **Scoping and project feasibility:** Early capital project phases that identify project needs, costs, and implementation feasibility.

Y. **Sidewalks and ramps:** New sidewalks, sidewalk maintenance, curb ramps, and stairs/ramps for pedestrian and Americans with Disabilities Act access.

Z. **Signage:** Warning, regulatory, wayfinding, or informational signage.

AA. **Signals:** New traffic signals or crossing signals, signal upgrades, countdown signals, audible signals, or signal timing improvements.

BB. **Street resurfacing and maintenance:** Repaving and resurfacing of on-street surfaces, including striping.

CC. **Traffic calming:** Infrastructure primarily aimed at slowing down motor vehicle traffic.

DD. **Vehicle Registration Fee (VRF):** Measure F, Alameda County's VRF Program, approved by the voters in November 2010 with 63 percent of the vote. It will generate approximately $12 million per year through a $10 per year vehicle registration fee. Administered by the Alameda CTC, the VRF funds

four main types of programs and the distribution percentage is as follows: local streets and roads (60 percent); transit (25 percent); local transportation technology (10 percent); and bicycle and pedestrian projects (5 percent).

Section 5. Local Streets and Roads Fund Allocations

A. These Implementation Guidelines provide guidance on the Local Streets and Roads Fund allocation process for Measure B, Measure BB, and VRF Direct Local Distribution funds.

1. Measure B and Measure BB Local Streets and Roads Direct Local Distribution (DLD) Funds

a. *General:* Alameda CTC distributes Measure B and Measure BB Local Streets and Roads DLD funds to cities in the county and to Alameda County to be spent on transportation capital improvements for surface streets and arterial roads, and maintenance and upkeep of local streets and roads, including repaving streets, filling potholes, and upgrading local transportation infrastructure. These funds are intended to maintain and improve local streets and roads in Alameda County, and may be used for any local transportation need based on local priorities, including streets and roads projects, local transit projects, bicycle and pedestrian projects, projects (sponsored by others) that require local agency support, and other transportation uses as approved through a public process by the jurisdiction.

The DLD funds constitute 100 percent of the total Measure B and Measure BB Local Streets and Roads funds. Each city and Alameda County will receive their proportional share (which share shall be adjusted annually as described in the Master Programs Funding Agreement) of the local transportation DLD funds within their sub-area based on a formula weighted 50 percent by the population of the jurisdiction within the sub-area and 50 percent on the number of road miles within the sub-area. These funds are allocated on a monthly basis directly to each city and the County. DLD funds must be placed in separate accounts for the Measure B, Measure BB, and VRF programs.

b. *Eligible Uses:* The Measure B and Measure BB Local Streets and Roads DLD funds may be used for capital projects, programs, maintenance, or operations that directly improve local streets and roads and local transportation. Eligible uses for these funds include, but are not necessarily limited to:

1) Capital projects, including:

a) All phases of capital projects, including feasibility studies, planning, and environmental

b) Upgrades to or installation of new local streets and roads infrastructure including installation of streets, roads, and highways

c) Street resurfacing and maintenance including repaving and resurfacing of on-street surfaces including striping

d) Improvements or upgrades to bridges and tunnels

e) Installation of or upgrades to sidewalks and curb ramps

f) Americans with Disabilities Act (ADA) on-street improvements, including sidewalk upgrades and curb ramp installations

g) Purchase or lease of equipment or new vehicles for local streets and roads improvements

h) Crossing improvements including traffic signals, signage, and traffic lights (at intersections, interchanges, railroads, freeways, etc.) for drivers, pedestrians, and bicyclists

i) Improvements to or installation of new pedestrian facilities (e.g., sidewalks, curb ramps, countdown signals, accessible signals, at-grade bike crossings)

j) Improvements or upgrades to or installation of new bikeways (such as bicycle routes, boulevards, lanes, multi-use pathways)

k) Maintenance of or installation of bicycle and pedestrian facilities, including construction, maintenance, and operations of bike parking facilities.

l) Pedestrian and bicycle access improvements to, from and at transit facilities

m) Traffic calming projects

2) Transit system operations, operations of traffic signal system controls and interconnections, and corridor monitoring and management

3) Mass transit project operations including bus, ferry, shuttle, rail, and Welfare to Work services

4) Paratransit services

5) Direct staff and consultant costs that support eligible activities, including the end-of-year compliance report

6) Direct staff training costs directly related to implementation of projects or programs implemented with the Local Streets and Roads Funds

c. *Ineligible Uses:* The following is a list of ineligible uses of Measure B Local Streets and Roads DLD funds:

1) Non-transportation projects such as fees charged to capital construction projects for services or amenities not related to transportation

2) Capital projects, programs, maintenances, or operations that do not directly improve local streets and roads and local transportation

3) Projects or programs that exclusively serve city/county staff

4) Indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan

d. *List of Projects/Programs:* All projects and programs that use Measure B and Measure BB Local Streets and Roads DLD funds must receive governing board approval prior to the jurisdiction expending the DLD funding on the project/program. This approval allows the opportunity for the public to provide input on planning for local streets and roads projects. These projects and programs must be included in any of the following, as long as they have been adopted by the jurisdiction's governing board:

1) List of projects on which to specifically spend Measure B funds

2) Local Streets and Roads Master Plan with priority projects

3) Capital Improvement Program

4) A resolution, such as to submit a grant application

2. VRF Local Streets and Roads DLD Funds

a. *General:* Alameda CTC distributes VRF Local Streets and Roads DLD Funds to cities in the county and to Alameda County to be spent on transportation capital improvements for surface streets and arterial roads, and maintenance and upkeep of local streets and roads. These funds are intended to maintain and improve local streets and roads as well as a broad range of facilities in Alameda County (from local to arterial facilities).

The DLD funds constitute 100 percent of the total VRF Local Streets and Roads funds and are distributed among the four planning areas of the county. VRF local streets and roads DLD funds within the geographic planning area are based on a formula weighted 50 percent by the population of the jurisdiction within the planning area and 50 percent of the number of registered vehicles in the planning area. VRF local streets and roads funds will be distributed by population within a planning area. Allocations may change in the future based on changes in population and number of registered vehicle figures. Recipients are not required to enter into a separate agreement with Alameda CTC prior to receipt of such funds. Agencies will maintain all interest accrued from the VRF Local Road Program DLD funds within the program. These funds are allocated on a monthly basis directly to each city and the County. DLD funds must be placed in separate accounts for the Measure B, Measure BB, and VRF programs.

b. *Eligible Uses:* The VRF Local Streets and Roads DLD funds may be used for improving, maintaining, and rehabilitating local roads and traffic signals. It will also incorporate the Complete Streets practice that makes local roads safe for all modes, including bicyclists and pedestrians, and accommodates transit. Eligible uses for these funds include, but are not necessarily limited to:

1) Street repaving and rehabilitation, including curbs, gutters and drains

2) Traffic signal maintenance and upgrades, including bicyclist and pedestrian treatments

3) Signage and striping on roadways, including traffic and bicycle lanes and crosswalks

4) Sidewalk repair and installation

5) Bus stop improvements, including bus pads, turnouts and striping

6) Improvements to roadways at rail crossings, including grade separations and safety protection devices

7) Improvements to roadways with truck or transit routing

c. *Ineligible Uses:* The following is a list of ineligible uses of VRF Local Streets and Roads DLD funds:

1) Non-transportation projects such as fees charged to capital construction projects for services or amenities that are not related to transportation

2) Projects or programs that are not directly related to streets and roads improvements

3) Projects or programs that exclusively serve city/county staff

4) Indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan.

Section 6. Complete Streets Policy Requirement

A. To receive Measure B and VRF funds, local jurisdictions must do both of the following with respect to Complete Streets policies:

1. Have an adopted Complete Streets policy.

2. Comply with the California Complete Streets Act of 2008. The California Complete Streets Act (AB1358) requires that local general plans do the following:

   a. Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

   b. For the purposes of this paragraph, "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

   The Governor's Office of Planning and Research has developed detailed guidance for meeting this law: *Update to the General Plan Guidelines: Complete Streets and the Circulation Element* (http://www.opr.ca.gov/planning/docs/Update_GP_Guidelines_Complete_Streets.pdf).

Section 7. Pavement Condition Index Reporting

A. To receive Measure B, Measure BB, and VRF funds, local jurisdictions must do both of the following with respect to the reporting of an agency's pavement condition (PCI) index:

1. Annually report on the citywide pavement condition index (PCI), which rates the "health" of local streets from 1 to 100, in the Annual Program Compliance Report Form. Where applicable, this information will be consistent with material provided for MTC reporting requirements.

2. If the PCI falls below a total average index of 60 (fair condition), specify in the Annual Program Compliance Report what funding amounts, policies, or other needs are required to enable increasing the recipient's PCI to 60 or above.

Section 8. Advancement of Direct Local Distribution Funds

A. The Alameda CTC may consider advancing future year DLD funds, with the goal of seeing improvements made in the near term. If a jurisdiction is interested in this option, a written request to the Alameda CTC Director of Finance and Administration and a copy to the Deputy Director of Projects and Programs, indicating the amount of funds requested and the projects on which the funds will be spent, is required. Requests will be considered on an individual basis.

Section 9. Adoption of Implementation Guidelines

A. Implementation Guidelines are adopted by the Alameda CTC on an as-needed basis. Changes to Implementation Guidelines will be brought through the Alameda CTC's Technical Advisory Committee for review and comment, as well as any other Alameda CTC committees as necessary, before changes are adopted by the Alameda CTC Commission.

Alameda County Transportation Commission
Implementation Guidelines for
the Mass Transit Program Funded through
Measure B, Measure BB, and Vehicle Registration Fees

Section 1. Purpose

A. To delineate eligible uses of Mass Transit funds authorized under Alameda County Transportation Commission Master Program Funding Agreements, these implementation guidelines have been developed to specify the requirements that local jurisdictions must follow in their use of Measure B, Measure BB, Vehicle Registration Fees (VRF) Direct Local Distributions and discretionary funds. These guidelines are incorporated by reference in the Master Programs Funding Agreements. All other terms and conditions for programs are contained in the agreements themselves. The intent of the implementation guidelines is to:

1. Provide guidance on Mass Transit funds eligible uses and expenditures.
2. Define the terms in the Master Programs Funding Agreements.
3. Guide Mass Transit Program implementation.

Section 2. Authority

A. These Implementation Guidelines have been adopted by the Alameda County Transportation Commission and set forth eligible uses and expenditures for the Mass Transit funds. The Alameda CTC may update these guidelines on an as-needed basis and will do so with involvement of its technical and community advisory committees (as applicable). Exceptions to these guidelines must be requested in writing and be approved by the Alameda CTC Commission.

Section 3. Background

Alameda CTC developed Implementation Guidelines for the Mass Transit funds to clarify eligible fund uses and expenditures in association with Master Programs Funding Agreements for the November 2000 voter-approved Measure B Direct Local Distribution funds (formally known as "pass-through funds"). In 2012, the Master Programs Funding Agreements were updated to include the voter approved Measure F - Vehicle Registration Fee (VRF) program. In November 2014, voters approved the 2014 Transportation Expenditure Plan, Measure BB, and new Master Programs Funding Agreements were subsequently developed to incorporate Measure BB funds.

Section 4. Definition of Terms

A. **Alameda CTC:** The Alameda County Transportation Commission is a Joint Powers Authority created by the merger of the Alameda County Congestion Management Agency, which performed long-range planning and funding for countywide transportation projects and programs, and the Alameda County Transportation Improvement Authority, which administered the voter-approved, half-cent transportation sales taxes in Alameda County (the Measure B sales tax programs approved in 1986 and 2000).

B. **Capital project:** A capital investment that typically requires the following phases: planning/feasibility, scoping, environmental clearance, design, right-of-way, construction, and completion.

C. **Construction:** Construction of a new capital project, including development of preliminary engineering and construction documents, including plans, specifications, and estimates (PS&E).

D. **Cost Allocation Plans (CAPs):** CAPs and indirect cost (IDC) rate proposals are plans that provide a systematic manner to identify, accumulate, and distribute allowable direct and indirect costs to Mass Transit programs funded through the Alameda CTC Master Programs Funding Agreements.

E. **Direct cost:** A cost completely attributed to the provision of a service, operations, a program, a capital cost, or a product. These costs include documented hourly project staff labor charges (salaries, wages, and benefits) that are directly and solely related to the implementation of Alameda CTC-funded Mass Transit projects, consultants, and materials. These funds may be used for travel or training if they are directly related to the implementation of the Mass Transit funds.

F. **Direct Local Distribution funds:** Funds allocated based on a funding formula (such as population, registered vehicles, roadmiles, or a combination thereof) defined in a voter-approved measure and provided to eligible jurisdictions on a regularly scheduled basis (such as a regular monthly payment).

G. **Education and promotion:** Marketing, education, information, outreach, and promotional campaigns and programs.

H. **Environmental documents**: Preparation of environmental documents, such as those related to the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA), or permits required by state or federal permitting agencies.

I. **Equipment and new vehicles:** Purchase or lease of vehicles. Equipment for service improvements, such as information dissemination, fare collection, etc.

J. **Express bus service:** Either of these types of rapid bus service:

1. Service within zones with a defined pick-up area, nonstop express bus service, and a defined drop-off zone.

2. Service that provides a simple route layout, has frequent service and fewer stops than regular fixed route service, and may include level boarding, bus priority at traffic signals, signature identification of the rapid buses such as color-coded buses and stops, and enhanced stations.

K. **Grants**: Funding for plans, programs, or projects based on a competitive call for projects; evaluated based on adopted evaluation criteria; and allocated based on a reimbursement basis.

L. **Indirect cost:** Also known as "overhead," any cost of doing business other than direct costs. These costs include utilities, rent, administrative staff, officers' salaries, accounting department costs, and personnel department costs, which are requisite for general operation of the organization but are not directly allocable to a particular service or product.

M. **Maintenance:** Repairs, renovation, or upgrade of existing facility or infrastructure.

N. **Measure B:** Alameda County's half-cent transportation sales tax, originally approved in 1986, and reauthorized by voters in November 2000. Collection of the sales tax began on April 1, 2002. Administered by the Alameda CTC, Measure B funds four types of programs in 20 local jurisdictions: bicycle and pedestrian, local streets and roads, mass transit, and paratransit.

O. **Measure BB:** Alameda County voters approved Measured BB, the 2014 Transportation Expenditure Plan, in November 2014. It authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015. Administered by the Alameda CTC, Measure BB funds four types of programs in 20 local jurisdictions: bicycle and pedestrian, local streets and roads, mass transit, and paratransit.

P. **Operations:** Provision of services that operate transportation facilities and programs. Operations costs do not include the costs to operate community outreach or other programs not directly related to a specific transportation service, program, or product.

Q. **Planning:** Identification of project and program current conditions and needs and development of strategies and plans to address the identified needs.

R. **Planning area:** Four geographical sub-areas of the county (Planning Areas 1, 2, 3, and 4). The sub-areas of the county are defined by the Alameda CTC as follows:

1. Planning Area 1 – North Area: Cities of Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont
2. Planning Area 2 – Central Area: Cities of Hayward and San Leandro, and the unincorporated areas of Castro Valley and San Lorenzo, as well as other unincorporated lands in that area
3. Planning Area 3 – South Area: Cities of Fremont, Newark, and Union City
4. Planning Area 4 – East Area: Cities of Dublin, Livermore, and Pleasanton, and all unincorporated lands in that area

S. **Project completion/closeout:** Inspection/project acceptance, final invoicing, final reporting, and the processes for closing out a project.

T. **Safety improvements:** Safety or security improvements for operators, passengers, service users, facilities, and infrastructure or property.

U. **Scoping and project feasibility:** Early capital project phases that identify project needs, costs, and implementation feasibility.

V. **Vehicle Registration Fee (VRF):** Measure F, Alameda County's VRF Program, approved by the voters in November 2010 with 63 percent of the vote. It will generate approximately $11 million per year through a $10 per year vehicle registration fee. Administered by the Alameda CTC, the VRF funds four main types of programs and the distribution percentage is as follows: local streets and roads (60 percent); transit (25 percent); local transportation technology (10 percent); and bicycle and pedestrian projects (5 percent).

W. **Welfare to Work:** Transit services to enhance transportation opportunities for persons making the transition from welfare to work.

Section 5. Mass Transit Fund Allocations

A. These Implementation Guidelines provide guidance on the Mass Transit Fund allocation process for Measure B and Measure BB Direct Local Distribution funds and Measure B Express Bus Services Grant Program and VRF Transit for Congestion Relief Program funds.

1. Measure B Mass Transit Direct Local Distribution (DLD) Funds

a. *General:* Alameda CTC distributes Measure B and Measure BB Mass Transit DLD Funds to transit operators in Alameda County to be spent on maintenance of transit services, restoration of service cuts, expansion of transit services, and passenger safety and security. Transit operators in Alameda County receive their proportional share of mass transit DLD funds based on percentages of net revenues generated by the Measure B and Measure BB sales and use taxes (which share shall be adjusted annually as described in the Master Programs Funding Agreement). These funds are allocated on a monthly basis directly to each transit operator.

b. *Eligible Uses:* The Measure B and Measure BB Mass Transit DLD funds may be used for capital projects, programs, maintenance, or operations that directly improve mass transit services. Eligible uses for these funds include, but are not necessarily limited to:

1) Capital projects, including:

a) All phases of capital projects, including feasibility studies, planning, and environmental

b) Upgrades to or expansions to bus, ferry, rail, and shuttle infrastructure

c) Purchase or lease of equipment or new vehicles for transit services

2) Mass transit system operations and services, including commuter rail; express, local, and feeder bus; and ferry

3) Paratransit services

4) Welfare to Work services

5) Direct staff and consultant costs to develop, plan, implement, operate and maintain transit projects and programs

6) Direct staff and consultant costs that support eligible activities, including the end-of-year compliance report

7) Direct staff training costs directly related to implementation of projects or programs implemented with the Mass Transit Funds

c. *Ineligible Uses:* The following is a list of ineligible uses of Measure B and Measure BB Mass Transit DLD funds:

1) Non-transportation projects such as fees charged to capital construction projects for services or amenities not related to transportation

2) Capital projects, programs, maintenances, or operations that does not directly improve mass transit services

3) Projects or programs that exclusively serve city/county staff

4) Indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan.

2. Measure B Express Bus Services Grant Program Funds

a. The Measure B Expenditure Plan dedicates 0.7 percent of net revenues for the Countywide Express Bus Service fund for express bus service projects. The Alameda CTC will administer a Measure B Countywide Express Bus Services discretionary grant program. The Alameda CTC will adopt *Grant Program Guidelines* before each grant cycle that will establish the guiding policies for that grant cycle, and will widely publicize each grant funding cycle.

b. Two agencies are eligible to receive express bus services grant funds:

1) Alameda-Contra Costa Transit District (AC Transit)

2) Livermore Amador Valley Transit Authority (LAVTA)

Fund recipients must enter into a separate agreement with Alameda CTC.

3. VRF Transit for Congestion Relief Program Funds

a. The VRF Expenditure Plan dedicates 25 percent of net revenues for transit projects that provide congestion relief. Alameda CTC awards VRF Transit for Congestion Relief Grant Program funds on a discretionary basis. These funds are intended to make it easier for drivers to use public transportation, make the existing transit system more efficient and effective, and improve access to schools and jobs. The goal of this program is to decrease automobile usage and thereby reduce both localized and area-wide congestion and air pollution. Fund recipients must enter into a separate agreement with Alameda CTC.

b. *Eligible Uses:* VRF Transit for Congestion Relief Grant Program Guidelines provide program eligibility and fund usage guidelines and requirements, definitions of terms, evaluation criteria, award details, and monitoring requirements.

Section 6. Advancement of Direct Local Distribution Funds

A. The Alameda CTC may consider advancing future year DLD funds, with the goal of seeing improvements made in the near term. If a jurisdiction is interested in this option, a written request to the Alameda CTC Director of Finance and Administration and a copy to the Deputy Director of Projects and Programs, indicating the amount of funds requested and the projects on which the funds will be spent, is required. Requests will be considered on an individual basis.

Section 7. Adoption of Implementation Guidelines

A. Implementation Guidelines are adopted by the Alameda CTC on an as-needed basis. Changes to Implementation Guidelines will be brought through the Alameda CTC's Technical Advisory Committee for review and comment, as well as any other Alameda CTC committees as necessary, before changes are adopted by the Alameda CTC Commission.

Alameda County Transportation Commission Implementation Guidelines for the Paratransit Program Funded through Measure B and Measure BB

Section 1. Purpose

A. To delineate eligible uses of Paratransit funds authorized under Alameda County Transportation Commission Master Programs Funding Agreements, these implementation guidelines have been developed to specify the requirements that local jurisdictions must follow in their use of Measure B and Measure BB Direct Local Distributions funds and discretionary funds. These guidelines are incorporated by reference in the Master Programs Funding Agreements. All other terms and conditions for programs are contained in the agreements themselves. The intent of the implementation guidelines is to:

1. Provide guidance on Paratransit funds eligible uses and expenditures.
2. Define the terms in the Master Programs Funding Agreements.
3. Guide Paratransit Program implementation.

Section 2. Authority

A. These Implementation Guidelines have been adopted by the Alameda County Transportation Commission and set forth eligible uses and expenditures for the Paratransit funds. The Alameda CTC may update these guidelines on an as-needed basis and will do so with involvement of its technical and community advisory committees (as applicable). Exceptions to these guidelines must be requested in writing and be approved by the Alameda CTC Commission.

Section 3. Background

A. Alameda CTC developed Implementation Guidelines for the Paratransit funds to clarify eligible fund uses and expenditures in association Master Programs Funding Agreements for the November 2000 voter-approved Measure B Direct Local Distribution (formally known as "pass-through funds"). In November 2014, voters approved the 2014 Transportation Expenditure Plan, Measure BB, and new Master Programs Funding Agreements were subsequently developed to incorporate Measure BB funds. The expenditure plans allocates 10.45 percent of Measure B funds and 10 percent of Measure BB funds for special transportation for seniors and people with disabilities (paratransit) programs and projects.

Section 4. Definition of Terms

A. **Alameda CTC:** The Alameda County Transportation Commission is a Joint Powers Authority created by the merger of the Alameda County Congestion Management Agency, which performed long-range planning and funding for countywide transportation projects and programs, and the Alameda County Transportation Improvement Authority, which administered the voter-approved, half-cent transportation sales taxes in Alameda County (the Measure B sales tax programs approved in 1986 and 2000).

B. **Americans with Disabilities Act (ADA):** According to the U.S. Equal Employment Opportunity Commission, originally passed in 1990 and revised in 2008, a law that prohibits private employers, state and local governments, employment agencies and labor unions from discriminating against qualified individuals with disabilities in job application procedures, hiring, firing, advancement, compensation, job training, and other terms, conditions, and privileges of employment. The ADA also requires reasonable accommodations for individuals with disabilities and has resulted in the removal of many barriers to transportation and in better access for seniors and people with disabilities.

C. **Capital project:** A capital investment that typically requires the following phases: planning/feasibility, scoping, environmental clearance, design, right-of-way, construction, and completion. For paratransit programs, may be an investment in vehicles or equipment directly related to providing paratransit services.

D. **Construction:** Construction of a new capital project, including development of preliminary engineering and construction documents, including plans, specifications, and estimates (PS&E).

E. **Cost Allocation Plans (CAPs):** CAPs and indirect cost (IDC) rate proposals are plans that provide a systematic manner to identify, accumulate, and distribute allowable direct and indirect costs to Paratransit programs funded through the Alameda CTC Master Programs Funding Agreements.

F. **Customer service and outreach:** Customer service functions as well as costs associated with marketing, education, outreach, and promotional campaigns and programs.

G. **Direct cost:** A cost completely attributed to the provision of a service, operations, a program, a capital cost, or a product. These costs include documented hourly project staff labor charges (salaries, wages, and benefits) that are directly and solely related to the implementation of the Alameda CTC-funded Paratransit projects, consultants, and materials. These funds may be used for travel or training if they are directly related to the implementation of the Paratransit funds.

H. **Direct Local Distribution funds:** Funds allocated based on a funding formula (such as population, registered vehicles, roadmiles, or a combination thereof) defined in a voter-approved measure and provided to eligible jurisdictions on a regularly scheduled basis (such as a regular monthly payment).

I. **Education and promotion:** Marketing, education, information, outreach, and promotional campaigns and programs.

J. **Environmental documents**: Preparation of environmental documents, such as those related to the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA), or permits required by state or federal permitting agencies.

K. **Grants**: Funding for plans, programs, or projects based on a competitive call for projects; evaluated based on adopted evaluation criteria; and allocated based on a reimbursement basis.

L. **Group trips:** One-way passenger trips considered group trips. Includes vehicle operation and contracts. See individual demand-response trips.

M. **Indirect cost:** Also known as "overhead," any cost of doing business other than direct costs. These costs include utilities, rent, administrative staff, officers' salaries, accounting department costs, and personnel department costs, which are requisite for general operation of the organization but are not directly allocable to a particular service or product.

N. **Individual demand-response trips:** Taxi service, door-to-door trips, and van trips that passengers request on demand. Includes actual operation cost and contracts for vehicle operation, scheduling, dispatching, vehicle maintenance, supervision, and fare collection (including ticket or scrip printing and sales) for the purpose of carrying passengers.

O. **Maintenance:** Repairs, renovation, or upgrade of existing facility, infrastructure, or vehicles.

P. **Management:** Direct staffing costs and benefits to manage programs, projects, and services.

Q. **Meal delivery:** Service that includes costs associated with vehicle operation, scheduling, dispatching, vehicle maintenance, and supervision for the purpose of delivering meals, whether provided in-house, through contracts, via taxicab, or by grantees. See Meals on Wheels.

R. **Meals on Wheels:** Service that is part of a Senior Nutrition Program and provides delivery of meals to seniors and people with disabilities. See meal delivery.

S. **Measure B:** Alameda County's half-cent transportation sales tax, originally approved in 1986, and reauthorized by voters in November 2000. Collection of the sales tax began on April 1, 2002. Administered by the Alameda CTC, Measure B funds four types of programs in 20 local jurisdictions: bicycle and pedestrian, local streets and roads, mass transit, and paratransit.

T. **Measure BB:** Alameda County voters approved Measured BB, the 2014 Transportation Expenditure Plan, in November 2014. It authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015. Administered by the Alameda CTC, Measure BB funds four types of programs in 20 local jurisdictions: bicycle and pedestrian, local streets and roads, mass transit, and paratransit.

U. **Operations:** Provision of services that operate transportation facilities and programs. Operations costs do not include the costs to operate community outreach or other programs not directly related to a specific transportation service, program, or product.

V. **Paratransit Advisory and Planning Committee:** Originally named by the Measure B Expenditure Plan as the Alameda County Paratransit Coordinating Council, the Alameda CTC committee that meets to address funding, planning, and coordination issues regarding paratransit services in Alameda County. Members must be an Alameda County resident and an eligible user of any transportation service available to seniors and people with disabilities in Alameda County. PAPCO is supported by a Technical Advisory Committee comprised of Measure B and Measure BB-funded paratransit providers in Alameda County.

W. **Paratransit service:** Transportation services for seniors and people with disabilities including ADA-mandated or non-mandated shuttle or fixed-route services, including door-to-door services, group trips, and individual demand-response trip services; taxi programs; Meals on Wheels or meal delivery; volunteer driver programs; and purchase of EBP tickets.

X. **Planning:** Identification of project and program current conditions and needs and development of strategies and plans to address the identified needs.

Y. **Project completion/closeout:** Inspection/project acceptance, final invoicing, final reporting, and the processes for closing out a project.

Z. **Scoping and project feasibility:** Early capital project phases that identify project needs, costs, and implementation feasibility.

AA. **Shuttle or fixed-route trips:** Shuttle service or fixed-route bus service, for example. Includes vehicle operation and contracts. See individual demand-response trips.

Section 5. Paratransit Fund Allocations

A. These Implementation Guidelines provide guidance on the Paratransit Fund allocation process for Measure B and Measure BB Direct Local Distribution funds and Paratransit Gap Grant Program funds.

1. Measure B and Measure BB Paratransit Direct Local Distribution Funds

a. *General:* Alameda CTC distributes Measure B and Measure BB Paratransit Direct Local Distribution (DLD) Funds to fixed-route public transit operators that are required to provide transportation services mandated by the ADA; and to cities in Alameda County and the County to provide non-mandated services, aimed at improving mobility for seniors and persons with disabilities.

1) A portion of the funds as defined in the Master Programs Funding Agreement are local DLD funds distributed to Alameda County cities to provide non-mandated transportation services for seniors and people with

disabilities allocated to each city operating paratransit service through a census-based funding formula that is developed by PAPCO and approved by the Alameda CTC Commision.

2) A portion of the funds as defined in the Master Programs Funding Agreement are DLD funds distributed to Alameda County's primary mandated ADA service provider, East Bay Paratransit Consortium.

b. *Eligible Uses:* The Measure B and Measure BB Paratransit DLD funds may be used for capital projects, programs, maintenance, or operations that directly improve paratransit services. Eligible uses for these funds include services as defined in Attachment A, as well as, but not limited to:

1) Direct staff and consultant costs to develop, plan, implement, manage, operate and maintain paratransit projects and programs

2) Direct staff and consultant costs to provide customer service and outreach for paratransit projects and programs

3) Direct staff and consultant costs that support eligible activities, including the end-of-year compliance report

4) Direct staff training costs directly related to implementation of projects or programs implemented with the Paratransit Funds

c. *Ineligible Uses:* The following is a list of ineligible uses of Measure B and Measure BB Paratransit DLD funds:

1) Non-transportation projects or services such as fees charged to capital construction projects for services or amenities not related to transportation

2) Capital projects, programs, maintenance, or operations that do not directly improve paratransit services

3) Projects or programs that exclusively serve city/county staff

4) Indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan.

2. Measure B and Measure BB Paratransit Discretionary Grant Program Funds

a. The Measure B Expenditure Plan dedicates 1.43 percent of the funds for gaps in services to be recommended by PAPCO to reduce differences that might occur based on the geographic residence of any individual needing services. The Alameda CTC will administer a Measure B Paratransit discretionary grant program.

b. The Measure BB Expenditure Plan dedicates 1.0 percent of the funds for paratransit coordination and services to meet the needs of seniors and people with disabilities. The Alameda CTC will administer a Measure B Paratransit discretionary grant program.

c. The Alameda CTC adopt Grant Program Guidelines through its programming and allocation processes.to guide the grant allocations.

d. Gap funds provide Alameda County with the opportunity to be innovative and explore alternative service delivery mechanisms in the face of a senior and disability population expected to grow substantially over the next 30 years. The population of people likely to need paratransit service is expected to outpace the growth in sales tax revenues that fund

paratransit programs in Alameda County, including city-based programs and ADA-mandated services.

e. Gap funds provide an opportunity to minimize the differences in service experienced by consumers based on their geographic location.

Section 6. Advancement of Direct Local Distribution Funds

A. The Alameda CTC may consider advancing future year DLD funds, with the goal of seeing improvements made in the near term. If a jurisdiction is interested in this option, a written request to the Alameda CTC Director of Finance and Administration and a copy to the Deputy Director of Projects and Programs, indicating the amount of funds requested and the projects on which the funds will be spent, is required. Requests will be considered on an individual basis.

Section 7. Adoption of Implementation Guidelines

A. Implementation Guidelines are adopted by the Alameda CTC on an as-needed basis. Changes to Implementation Guidelines will be brought through the Alameda CTC's Technical Advisory Committee for review and comment, as well as any other Alameda CTC committees as necessary, before changes are adopted by the Alameda CTC Commission.

Implementation Guidelines and Performance Measures – Special Transportation for Seniors and People with Disabilities Program

Implementation Guidelines

These guidelines lay out the service types that are eligible to be funded with Alameda County Measure B (2000), Measure BB (2014) and Vehicle Registration Fee (VRF, 2010) revenues under the Special Transportation for Seniors and People with Disabilities Program (Paratransit). All programs funded partially or in their entirety through these sources, including ADA-mandated paratransit services, city-based non-mandated programs and discretionary grant funded projects, must abide by the following requirements for each type of paratransit service.

Fund recipients are able to select which of these service types are most appropriate for their community to meet the needs of seniors and people with disabilities. Overall, all programs should be designed to enhance quality of life for seniors and people with disabilities by offering accessible, affordable and convenient transportation options to reach major medical facilities, grocery stores and other important travel destinations to meet life needs. Ultimately, whether a destination is important should be determined by the consumer.

The chart below summarizes the eligible service types and their basic customer experience parameters; this is followed by more detailed descriptions of each.

Service	Timing	Accessibility	Origins/ Destinations	Eligible Population
ADA Paratransit	Pre-scheduled	Accessible	Origin-to-Destination	People with disabilities unable to ride fixed route transit
Door-to-Door Service	Pre-scheduled	Accessible	Origin-to-Destination	People with disabilities unable to ride fixed route transit and seniors
Taxi Subsidy	Same Day	Varies	Origin-to-Destination	Seniors and people with disabilities

Service	Timing	Accessibility	Origins/ Destinations	Eligible Population
Specialized Accessible Van	Pre-scheduled & Same Day	Accessible	Origin-to-Destination	People with disabilities using mobility devices that require lift- or ramp-equipped vehicles
Accessible Shuttles	Fixed Schedule	Accessible	Fixed or Flexed Route	Seniors and people with disabilities
Group Trips	Pre-scheduled	Varies	Round Trip Origin-to-Destination	Seniors and people with disabilities
Volunteer Drivers	Pre-scheduled	Generally Not Accessible	Origin-to-Destination	Vulnerable populations with special needs, e.g. requiring door-through-door service or escort
Mobility Management and/or Travel Training	N/A	N/A	N/A	Seniors and people with disabilities
Scholarship/ Subsidized Fare Programs	N/A	N/A	N/A	Seniors and people with disabilities
Meal Delivery Programs	N/A	N/A	N/A	Meal delivery programs currently funded by Measure B may continue, but new programs may not be established.
Capital Expenditures	N/A	Accessible	N/A	Seniors and people with disabilities

Service	Timing	Accessibility	Origins/ Destinations	Eligible Population
Hospital Discharge Transportation Service (HDTS)/Wheelchair Scooter Breakdown Transportation Service (WSBTS)	Same Day	Accessible	Origin-to-Destination	People with disabilities using mobility devices that require lift- or ramp-equipped vehicles

Note on ADA Mandated Paratransit: Programs mandated by the American's with Disabilities Act are implemented and administered according to federal guidelines that may supersede these guidelines; however all ADA-mandated programs funded through Measure B and BB or the VRF are subject to the terms of the Master Programs Funding Agreement.

Interim Service for Consumers Awaiting ADA Certification: At the request of a health care provider, or ADA provider, city-based programs must provide interim service through the programs listed below to consumers awaiting ADA certification. Service must be provided within three business days of receipt of application.

Note on Capital Expenditures: Any capital expenditures within the eligible service categories must be consistent with the objectives of the Alameda CTC Special Transportation for Seniors and Peoples with Disabilities (Paratransit) Program described above and are subject to review by Alameda CTC staff prior to implementation.

City-based Door-to-Door Service Guidelines	
Service Description	City-based door-to-door services provide pre-scheduled, accessible, door-to-door trips. Some programs allow same day reservations on a space-available basis. They provide a similar level of service to mandated ADA services. These services are designed to fill gaps that are not met by ADA-mandated providers and/or relieve ADA-mandated providers of some trips. This service type does not include taxi subsidies which are discussed below.
Eligible Population	Eligible Populations include: 1. People 18 and above with disabilities who are unable to use fixed route services. Cities may, at their discretion, also provide services to consumers with disabilities under the age of 18, and 2. Seniors 80 years or older without proof of a disability. Cities may provide services to consumers who are younger than age 80, but not younger than 70 years old. *Cities may continue to offer "grandfathered" eligibility to program registrants below 70 years old who have used the program regularly in FY 11/12, as long as it does not impinge on the City's ability to meet the minimum requirements of the Implementation Guidelines.* *Program sponsors may use either ADA eligibility, as established by ADA-mandated providers (incl. East Bay Paratransit, LAVTA, Union City Transit) or the Alameda County City-Based Paratransit Services Medical Statement Form, as proof of disability. Program sponsors may, at their discretion, also offer temporary eligibility due to disability.*
Time & Days of Service	At a minimum, service must be available any five days per week between the hours of 8 am and 5 pm (excluding holidays). At a minimum, programs must accept reservations between the hours of 9 am and 5 pm Monday – Friday (excluding holidays).
Fare (Cost to Customer)	Fares for pre-scheduled service should not exceed local ADA paratransit fares, but can be lower, and can be equated to distance. Higher fares can be charged for "premium" same-day service.

City-based Door-to-Door Service Guidelines	
Other	Door-to-Door programs must demonstrate that they are providing trips at an equal or lower cost than the ADA-mandated provider on a cost per trip basis. Cost per trip is defined as total cost (all sources) during a reporting period divided by the number of one-way trips, including attendant and companion trips, provided during period. Programs may impose per person trip limits to due to budgetary constraints, but any proposed trip limitations that are based on trip purpose must be submitted to Alameda CTC staff for review prior to implementation.

Taxi Subsidy Program Guidelines	
Service Description	Taxis provide curb-to-curb service that can be scheduled on a same-day basis. They charge riders on a distance/time basis using a meter. Taxi subsidy programs allow eligible consumers to use taxis at a reduced fare by reimbursing consumers a percentage of the fare or by providing some fare medium, e.g. scrip or vouchers, which can be used to cover a portion of the fare. These programs are intended for situations when consumers cannot make their trip on a pre-scheduled basis. The availability of accessible taxi cabs varies by geographical area and taxi provider, but programs should expand availability of accessible taxi cabs where possible in order to fulfill requests for same-day accessible trips.
Eligible Population	Eligible Populations include: 1. People 18 and above with disabilities who are unable to use fixed route services. Cities may, at their discretion, also provide services to consumers with disabilities under the age of 18, and 2. Seniors 80 years or older without proof of a disability. Cities may provide services to consumers who are younger than age 80, but not younger than 70 years old. *Cities may continue to offer "grandfathered" eligibility to program registrants below 70 years old who were enrolled in the program in FY 11/12 and have continued to use it regularly, as long as it does not impinge on the City's ability to meet the minimum requirements of the Implementation Guidelines.* *Program sponsors may use either ADA eligibility, as established by ADA-mandated providers (incl. East Bay Paratransit, LAVTA, Union City*

Taxi Subsidy Program Guidelines	
	Transit) or the Alameda County City-Based Paratransit Services Medical Statement Form, as proof of disability. Program sponsors may, at their discretion, also offer temporary eligibility due to disability. *ADA-mandated providers that are not also city-based providers (East Bay Paratransit and LAVTA) are not required to provide service to seniors 80 years or older without ADA eligibility.*
Time & Days of Service	24 hours per day/7 days per week
Fare (Cost to Customer)	Programs must subsidize at least 50% of the taxi fare. Programs can impose a cap on total subsidy per person. This can be accomplished through a maximum subsidy per trip, a limit on the number of vouchers/scrip (or other fare medium) per person, and/or a total monetary subsidy per person per year.
Other	Programs may also use funding to provide incentives to drivers and/or transportation providers to ensure reliable service. Incentives are often utilized to promote accessible service. Planned expenditures on incentives are subject to review by Alameda CTC staff prior to implementation.

City-based Specialized Accessible Van Service Guidelines	
Service Description	Specialized Accessible van service provides accessible, door-to-door trips on a pre-scheduled or same-day basis. This service category is not intended to be as comprehensive as primary services (i.e. ADA-mandated, City-based Door-to-Door, or Taxi programs), but should be a complementary supplement in communities where critical needs for accessible trips are not being adequately met by the existing primary services. Examples of unmet needs might be a taxi program without accessible vehicles, medical trips for riders with dementia unable to safely take an ADA-mandated trip, or trips outside of the ADA-mandated service area. When possible, a priority for this service should be fulfilling requests for same-day accessible trips. This service may make use of fare mediums such as scrip and vouchers to allow consumers to pay for rides.
Eligible Population	At discretion of program sponsor with local consumer input.

Time & Days of Service	At discretion of program sponsor with local consumer input.
Fare (Cost to Customer)	At discretion of program sponsor with local consumer input.
Other	Specialized Accessible van programs must demonstrate that they are providing trips at an equal or lower cost to the provider than the ADA-mandated provider on a cost per trip basis, except if providing same-day accessible trips. Cost per trip is defined as total cost (all sources) during a reporting period divided by the number of one-way trips, including attendant and companion trips, provided during period.

Accessible Shuttle Service Guidelines	
Service Description	Shuttles are accessible vehicles that operate on a fixed, deviated, or flex-fixed route and schedule. They serve common trip origins and destinations visited by eligible consumers, e.g. senior centers, medical facilities, grocery stores, BART and other transit stations, community centers, commercial districts, and post offices. Shuttles should be designed to supplement existing fixed route transit services. Routes should not necessarily be designed for fast travel, but to get as close as possible to destinations of interest, such as going into parking lots or up to the front entrance of a senior living facility. Shuttles are often designed to serve active seniors who do not drive but are not ADA paratransit registrants.
Eligible Population	Shuttles should be designed to appeal to older people, but can be made open to the general public.
Time and Days of Service	At discretion of program sponsor with local consumer input.
Fare (Cost to Customer)	At discretion of program sponsor, but cannot exceed local ADA paratransit fares. Fares may be scaled based on distance.

Accessible Shuttle Service Guidelines	
Cost of Service	By end of the second fiscal year of service, the City's cost per one-way person trip cannot exceed $20, including transportation and direct administrative costs. Cost per trip is defined as total cost (all sources) during a reporting period divided by the number of one-way trips, including attendant and companion trips, provided during period.
Other	Shuttles are required to coordinate with the local fixed route transit provider. Shuttle routes and schedules should be designed with input from the senior and disabled communities and to ensure effective design, and any new shuttle plan must be submitted to Alameda CTC staff for review prior to implementation. Deviations and flag stops are permitted at discretion of program sponsor.

Group Trips Service Guidelines	
Service Description	Group trips are round-trip rides for pre-scheduled outings, including shopping trips, sporting events, and community health fairs. These trips are specifically designed to serve the needs of seniors and people with disabilities and typically originate from a senior center or housing facility and are generally provided in accessible vans and other vehicle types or combinations thereof.
Eligible Population	At discretion of program sponsor.
Time and Days of Service	Group trips must begin and end on the same day.
Fare (Cost to Customer)	At discretion of program sponsor.
Other	Programs can impose mileage limitations to control program costs.

Volunteer Driver Service Guidelines	
Service Description	Volunteer driver services are pre-scheduled, door-through-door services that are typically not accessible. These programs rely on volunteers to drive eligible consumers for critical trip needs, such as medical trips. Programs may use staff to complete intake or fill gaps. This service meets a key mobility gap by serving more vulnerable populations and should complement existing primary services (i.e. ADA-mandated, City-based Door-to-Door, or Taxi). Volunteer driver programs may also have an escort component where volunteers accompany consumers on any service eligible for paratransit funding, when they are unable to travel in a private vehicle.
Eligible Population	At discretion of program sponsor.
Time and Days of Service	At discretion of program sponsor.
Fare (Cost to Customer)	At discretion of program sponsor.
Other	Program sponsors can use funds for administrative purposes and/or to pay for volunteer mileage reimbursement purposes (not to exceed Federal General Services Administration (Privately Owned Vehicle) Mileage Reimbursement Rates) or an equivalent financial incentive for volunteers.

Mobility Management and/or Travel Training Service Guidelines	
Service Description	Mobility management services cover a wide range of activities, such as travel training, escorted companion services, coordinated services, trip planning, and brokerage. Mobility management activities often include education and outreach which play an important role in ensuring that people use the "right" service for each trip, e.g. using EBP from Fremont to Berkeley for an event, using a taxi voucher for a same-day semi-emergency doctor visit, and requesting help from a group trips service for grocery shopping.
Eligible Population	At discretion of program sponsor.

Mobility Management and/or Travel Training Service Guidelines	
Time and Days of Service	At discretion of program sponsor.
Fare (Cost to Customer)	N/A
Other	For new mobility management and/or travel training programs, to ensure effective program design, a plan with a well-defined set of activities must be submitted to Alameda CTC staff for review prior to implementation.

Scholarship/Subsidized Fare Program Guidelines	
Service Description	Scholarship or Subsidized Fare Programs can subsidize any service eligible for paratransit funding and/or fixed-route transit for customers who are low-income and can demonstrate financial need.
Eligible Population	Subsidies can be offered to low-income consumers with demonstrated financial need who are currently eligible for an Alameda County ADA-mandated or city-based paratransit program. Low income requirements are at discretion of program sponsors, but the requirement for household income should not exceed 50% AMI (area median income).
Time and Days of Service	N/A
Fare (Cost to Customer)	N/A
Other	Low-income requirements and the means to determine and verify eligibility must be submitted to Alameda CTC staff for review prior to implementation. If program sponsors include subsidized East Bay Paratransit (EBP) tickets in this program, no more than 3% of a program sponsor's Alameda CTC distributed funding may be used for the ticket subsidy. Other services or purposes proposed for scholarship and/or fare subsidy must be submitted to Alameda CTC staff for review prior to implementation.

Meal Delivery Funding Guidelines	
Service Description	Meal Delivery Funding programs provide funding to programs that deliver meals to the homes of individuals who are generally too frail to travel outside to congregate meal sites. Although this provides access to life sustaining needs for seniors and people with disabilities, it is not a direct transportation expense.
Eligible Population	For currently operating programs, at discretion of program sponsor.
Time and Days of Service	For currently operating programs, at discretion of program sponsor.
Fare (Cost to Customer)	For currently operating programs, at discretion of program sponsor.
Other	Currently operating funding programs may continue, but new meal delivery funding programs may not be established.

Capital Expenditures Guidelines	
Description	Capital expenditures are eligible if directly related to the implementation of a program or project within an eligible service category, including but not limited to, purchase of scheduling software, accessible vehicles and equipment and accessibility improvements at shuttle stops.
Eligible Population	N/A
Time and Days of Service	N/A
Fare (Cost to Customer)	N/A
Other	Capital expenditures are to support the eligible service types included in the Implementation Guidelines and must be consistent with objectives of the Alameda CTC Special Transportation for Seniors and Peoples with Disabilities (Paratransit) Program. Planned expenditures are subject to review by Alameda CTC staff prior to implementation.

Hospital Discharge Transportation Service (HDTS)/ Wheelchair Scooter Breakdown Transportation Service (WSBTS)	
Service Description	These are specialized Countywide services providing accessible, door-to-door trips on a same-day basis in case of hospital discharge or mobility device breakdown. These services are overseen by the Alameda CTC.
Eligible Population	At discretion of Alameda CTC. Targeted towards seniors and people with disabilities without other transportation options who need trips on a same-day basis in case of hospital discharge or mobility device breakdown.
Time & Days of Service	At discretion of Alameda CTC.
Fare (Cost to Customer)	No cost to consumer.

Implementation Guidelines and Performance Measures – Special Transportation for Seniors and People with Disabilities Program

Performance Measures

The Alameda CTC collects performance data from all programs funded with Alameda County Measure B (2000), Measure BB (2014) and Vehicle Registration Fee (VRF, 2010) revenues. All programs funded partially or in their entirety through these sources must at a minimum report annually through the Annual Compliance Report for Direct Local Distribution (DLD) funding on the performance measures identified within the Implementation Guidelines for each DLD program.

The performance measures for the Measure B and Measure BB Direct Local Distribution (DLD) funding distributed through the Special Transportation for Seniors and People with Disabilities (Paratransit) Program, which funds ADA-mandated paratransit services, city-based non-mandated paratransit programs and discretionary grant-funded projects, are identified below. Additional performance-related data may be required through separate discretionary grant guidelines or to report to the Alameda CTC's Commission or one of its community advisory committees.

ADA-mandated Paratransit
• Number of one-way trips provided • Total Measure B/BB cost per one-way trip *(Total Measure B/BB program cost during period divided by the number of one-way trips provided during period.)*

City-based Door-to-Door Service
• Number of one-way trips provided • Total Measure B/BB cost per one-way trip *(Total Measure B/BB program cost during period divided by the number of one-way trips provided during period.)*

Taxi Subsidy Program
• Number of one-way trips provided • Total Measure B/BB cost per one-way trip *(Total Measure B/BB program cost during period divided by the number of one-way trips provided during period.)*

City-based Specialized Accessible Van Service
• Number of one-way trips provided • Total Measure B/BB cost per one-way trip *(Total Measure B/BB program cost during period divided by the number of one-way trips provided during period.)*

Accessible Shuttle Service
• Total ridership *(One-way passenger boardings)* • Total Measure B/BB cost per one-way passenger trip *(Total Measure B/BB program cost during period divided by the total ridership during period.)*

Group Trips Service
• Number of one-way passenger trips provided • Total Measure B/BB cost per passenger trip *(Total Measure B/BB program cost during period divided by the number of passenger trips provided during period.)*

Volunteer Driver Service
• Number of one-way trips provided • Total Measure B/BB cost per one-way trip *(Total Measure B/BB program cost during period divided by the number of one-way trips provided during period.)*

Mobility Management Service
• Number of contacts provided with mobility management support • Total Measure B/BB cost per individual provided with mobility management support *(Total* Measure B/BB *program cost during period divided by the number of individuals provided with support during period.)*

Travel Training Service
• Number of individuals trained • Total Measure B/BB cost per individual trained *(Total Measure B/BB program cost during period divided by the number of individuals trained during period)*

Scholarship/Subsidized Fare Program
• Number of unduplicated individuals who received scholarship/subsidized fares • Number of one-way fares/tickets subsidized • Total Measure B/BB cost per subsidy *(Total Measure B/BB program cost during period divided by the number of subsidized fares/tickets during period)*

Meal Delivery Funding
• Number of meal delivery trips • Total Measure B/BB cost per meal delivery trip *(Total Measure B/BB program cost during period divided by the number of meal delivery trips during period)*

Alameda CTC

FY2016/17 MBB Direct Local Distributions

NET TAX REVENUES $ 134,817,878.97

Description	Local S&R	Transit Service	Paratransit	Bike & Ped	Total MBB FY2016/17 Direct Local Distribution
Alameda	$ 1,730,146.48	$ -	$ 187,723.11	$ 196,968.88	$ 2,114,838.47
Albany	384,533.96	-	34,322.32	46,940.86	465,797.14
Berkeley	2,789,711.72	-	287,799.80	297,936.60	3,375,448.12
Dublin	408,413.61	-	-	142,487.33	550,900.94
Emeryville	264,991.41	-	31,187.89	29,121.58	325,300.88
Fremont	2,122,122.87	-	541,951.84	569,770.38	3,233,845.09
Hayward	2,105,825.96	-	776,534.21	395,008.55	3,277,368.72
Livermore	916,998.27	-	-	218,984.58	1,135,982.85
Newark	441,749.76	-	116,647.70	111,142.04	669,539.50
Oakland	10,407,264.39	-	1,145,740.76	1,050,613.22	12,603,618.37
Piedmont	398,699.57	-	-	27,874.34	426,573.91
Pleasanton	748,528.78	-	175,777.65	186,297.67	1,110,604.10
San Leandro	1,286,007.57	-	260,120.90	217,896.34	1,764,024.81
Union City	668,367.72	-	197,628.84	181,253.98	1,047,250.54
LAVTA	-	674,089.39	289,101.35	-	963,190.74
Alameda County	-	-	-	372,240.03	372,240.03
Alameda Co.-North	65,864.42	-	-	-	65,864.42
Alameda Co.-Central	1,821,328.50	-	-	-	1,821,328.50
Alameda Co.-East	403,020.81	-	-	-	403,020.81
A. C. Transit Dist. Paratransit	-	-	6,066,804.56	-	6,066,804.56
A.C. Transit Dist.	-	25,345,761.26	-	-	25,345,761.26
Alameda Ferries	-	674,089.39	-	-	674,089.39
Altamont Rail-South	-	674,089.39	-	-	674,089.39
Altamont Rail-East	-	674,089.39	-	-	674,089.39
Union City Transit	-	337,044.71	-	-	337,044.71
BART	-	674,089.39	2,022,268.18	-	2,696,357.57
Total FY2016/17 Distributions	$ 26,963,575.80	$ 29,053,252.92	$ 12,133,609.11	$ 4,044,536.38	$ 72,194,974.21

Alameda CTC

FY2017/18 2014 MBB Direct Local Distributions

NET TAX REVENUES $ 145,880,245.36

Description	Local S&R	Transit Service	Bike & Ped	Paratransit	**Total 2014 MBB FY2017/18 Direct Local Distribution**
Alameda	$ 1,962,759.91	$ -	$ 212,596.46	$ 197,859.87	$ 2,373,216.24
Albany	451,174.29	-	50,505.23	35,186.50	536,866.02
Berkeley	3,030,926.96	-	322,474.84	315,840.01	3,669,241.81
Dublin	498,206.62	-	158,755.78	-	656,962.40
Emeryville	290,435.62	-	31,529.86	33,341.74	355,307.22
Fremont	2,341,874.55	-	616,191.38	584,671.28	3,542,737.21
Hayward	2,242,826.71	-	428,342.17	843,444.29	3,514,613.17
Livermore	945,380.71	-	238,450.20	-	1,183,830.91
Newark	456,076.40	-	120,815.70	130,492.52	707,384.62
Oakland	11,136,811.34	-	1,133,292.75	1,242,952.51	13,513,056.60
Piedmont	390,122.59	-	30,011.09	-	420,133.68
Pleasanton	768,661.30	-	201,925.14	192,055.75	1,162,642.19
San Leandro	1,309,968.41	-	234,795.55	278,272.69	1,823,036.65
Union City	699,508.16	-	195,371.27	211,321.66	1,106,201.09
LAVTA	-	729,401.24	-	310,968.49	1,040,369.73
Alameda County	-	-	401,350.01	-	401,350.01
Alameda Co.-North	95,229.25	-	-	-	95,229.25
Alameda Co.-Central	2,088,128.51	-	-	-	2,088,128.51
Alameda Co.-East	467,957.75	-	-	-	467,957.75
A.C. Transit Dist.	-	27,425,486.12	-	6,564,611.05	33,990,097.17
Alameda Ferries	-	729,401.24	-	-	729,401.24
Altamont Rail-South	-	729,401.24	-	-	729,401.24
Altamont Rail-East	-	729,401.24	-	-	729,401.24
Union City Transit	-	364,700.61	-	-	364,700.61
BART	-	729,401.24	-	2,188,203.68	2,917,604.92
Total FY2017/18 Distributions	$ 29,176,049.08	$ 31,437,192.93	$ 4,376,407.43	$ 13,129,222.04	$ 78,118,871.48

BART to Livermore Extension

AUGUST 2018

PROJECT OVERVIEW

The San Francisco Bay Area Rapid Transit (BART) District, in partnership with the Alameda County Transportation Commission (Alameda CTC), proposed a 4.8-mile extension of the Dublin/Pleasanton line along Interstate 580 (I-580) to the City of Livermore with a new station in the vicinity of the Isabel Avenue/ I-580 interchange.

I-580 is a vital commute and freight corridor linking economic centers in the Bay Area with the Central Valley. The project was originally funded through the initial phases of project development, which included project scoping and a program level environmental impact report (EIR). Since the successful passage of Alameda County's Measure BB, BART moved forward with a Project level environmental document and in May 2018, the final EIR was certified. Measure BB would contribute an additional $400 million for the construction phase of the project.

Due to Assembly Bill 758, future planning is directed to the Tri-Valley-San Joaquin Valley Regional Rail Authority, which is tasked to establish a connection between BART and ACE.



PROJECT NEED

- An affordable and effective inter-regional and inter-modal link is needed from the existing BART system to inter-regional rail service and priority development areas (PDAs) in Livermore. This connection was identified as an important inter-regional link in the San Francisco Bay Area Regional Rail Plan (2007).
- Regional and inter-regional congestion in this corridor continues to grow.
- An alternative to traffic congestion along the I-580 corridor is needed to improve air quality and reduce greenhouse gases and other emissions associated with automobile use.

PROJECT BENEFITS

- Extends BART 4.8-miles from existing Dublin/Pleasanton Station along I-580 in the median.
- A new station near I-580/Isabel Avenue interchange.
- Links BART to inter-regional rail service at the Downtown Livermore and Vasco Road ACE train stations and to local PDAs via express bus service.
- Provides an efficient BART-to-bus transfer service.
- Accessible to bicyclists and pedestrians of all ages and abilities.
- Supports regional goals of integrating transit and land use policies.



BART traversing the median on Interstate 580, a vital commute and freight corridor that links Bay Area economic centers with the Central Valley.



Bay Area BART station.



Bay Area BART tracks in construction.

STATUS

Implementing Agency: BART

Current Phase: Scoping/Project-Level Environmental

The program level EIR was certified in July 2010.

In May 2018, BART Board of Directors certified the final EIR in accordance to the California Environmental Quality Act. The BART Board voted to not select an alternative for advancement. For more information, including other proposed alternatives, visit www.bart.gov/about/project/liv.

Information related to the Tri-Valley-San Joaquin Valley Regional Rail Authority's efforts, visit: www.acetobart.org.

COST ESTIMATE BY PHASE ($ X 1,000)

Scoping/PE/Environmental	$18,656
Final Design – Plans, Specifications and Estimates (PS&E)	TBD
Right-of-Way	TBD
Utility Relocation	TBD
Construction[1]	$400,000
Total Expenditures	**$418,656**

[1]$400,000 are Measure BB funds earmarked for construction only once a project alternative has been identified.

FUNDING SOURCES ($ X 1,000)

Measure BB[2]	$400,000
Measure B	$4,583
State	$1,700
Regional	$12,373
Total Revenues	**$418,656**

[2]Measure BB funds are available for the construction phase only.

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/ Environmental Impact Review (EIR)	Summer 2008	Summer 2010
Scoping	Winter 2010	Summer 2012
Scoping/Project-Level Environmental	Summer 2012	Spring 2018

PARTNERS AND STAKEHOLDERS

BART, Alameda CTC and the California Department of Transportation

Note: Information on this fact sheet is subject to periodic updates.

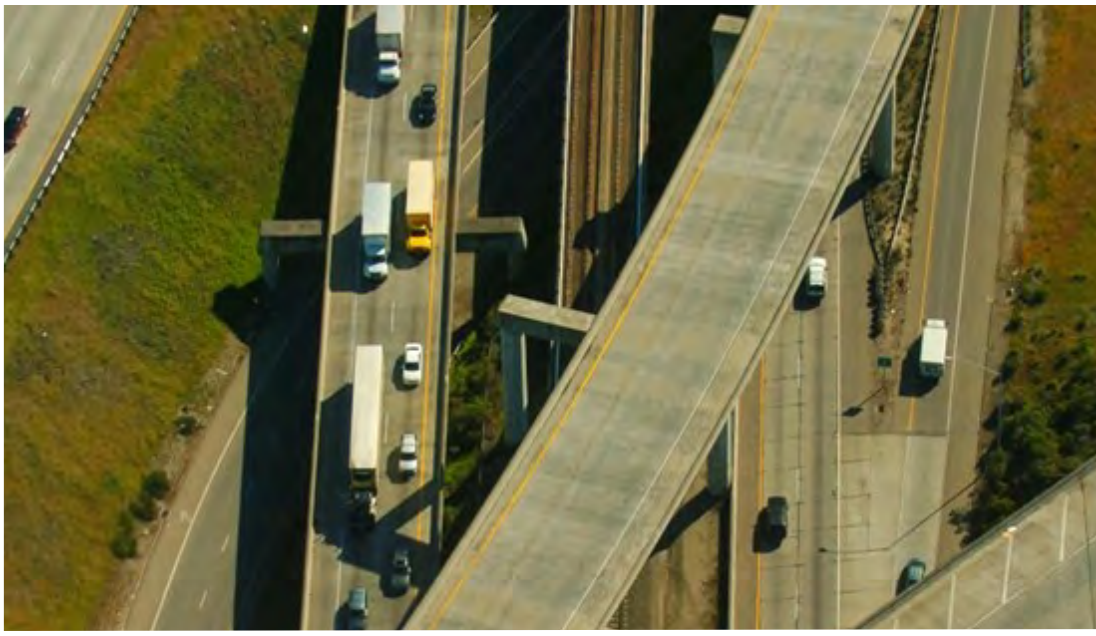
Alameda CTC

FY2018/19 2014 MBB Direct Local Distributions

NET TAX REVENUES $ 158,517,698.54

Description	Local S&R	Transit Service	Bike & Ped	Paratransit	Total MBB FY2018/19 Direct Local Distribution
Alameda	$ 2,098,580.13	$ -	$ 225,897.46	$ 210,192.07	$ 2,534,669.66
Albany	500,496.55	-	54,575.97	38,128.26	593,200.78
Berkeley	3,377,878.66	-	349,099.44	353,549.05	4,080,527.15
Dublin	552,022.09	-	181,149.36	-	733,171.45
Emeryville	326,019.16	-	34,355.96	36,137.82	396,512.94
Fremont	2,591,793.40	-	674,398.32	647,218.24	3,913,409.96
Hayward	2,495,736.34	-	464,123.46	861,175.97	3,821,035.77
Livermore	1,091,035.51	-	261,840.33	-	1,352,875.84
Newark	499,383.40	-	135,965.85	139,266.38	774,615.63
Oakland	12,039,588.97	-	1,228,344.54	1,351,706.96	14,619,640.47
Piedmont	435,524.90	-	32,419.60	-	467,944.50
Pleasanton	823,254.44	-	226,865.63	229,356.01	1,279,476.08
San Leandro	1,524,444.84	-	250,918.25	283,432.78	2,058,795.87
Union City	709,263.50	-	209,077.55	243,325.60	1,161,666.65
LAVTA	-	792,588.50	-	362,041.82	1,154,630.32
Alameda County	-	-	426,499.17	-	426,499.17
Alameda County - North	83,030.24	-	-	-	83,030.24
Alameda County - Central	2,109,409.77	-	-	-	2,109,409.77
Alameda County - East	446,077.83	-	-	-	446,077.83
AC Transit District	-	29,801,327.32	-	7,133,296.44	36,934,623.76
Alameda Ferries	-	792,588.50	-	-	792,588.50
Altamont Rail - South	-	792,588.50	-	-	792,588.50
Altamont Rail - East	-	792,588.50	-	-	792,588.50
Union City Transit	-	396,294.25	-	-	396,294.25
BART	-	792,588.50	-	2,377,765.48	3,170,353.98
Total FY2018/19 Distributions	$ 31,703,539.73	$ 34,160,564.07	$ 4,755,530.89	$ 14,266,592.88	$ 84,886,227.57





2020 Comprehensive Investment Plan

Fiscal Years 2019/20 to 2023/24



Alameda County Transportation Commission
1111 Broadway Suite 800
Oakland, CA 94607
www.alamedactc.org





June 17, 2019

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2020 Comprehensive Investment Plan Summary

Background:

On June 17, 2019, the Commission approved the 2020 Comprehensive Investment Plan (2020 CIP which included approximately $222M programmed from fiscal year 2019/20 through 2023/24, and $163M allocated over the first two years.

The 2020 CIP shifts previous the five-year programming horizon to encompass fiscal years 2019/20 through 2023/24. The 2020 CIP programming strategy includes the following categories.

1. Programming to Allocation Conversions: Of the $105M in local funds programmed through the 2018 CIP, Alameda CTC staff recommends $70.5M be converted to allocation based on project sponsors' request for allocations and project readiness.

2. New programming and allocations: In the Spring 2019, Alameda CTC conducted a call for projects for the Seniors and People with Disabilities (Paratransit) Program, TFCA program, and invited new programming requests from project sponsors for transportation projects that merited immediate programming in the 2020 CIP based on the 2020 CIP framework approved by the Commission. Alameda CTC evaluated each proposal, and recommends $41.9M in new programming of Measure B, BB, Vehicle Registration Fee (VRF) and Transportation Fund For Clean Air (TFCA) funds, of which $36.5M is allocated in the first two years of the 2020 CIP.

3. General programming adjustments: These adjustments include reprogramming funds to an outer year and deprogramming funds due to project implementation issues resulting from project delays, cancelled projects, project savings, or revised sponsor project delivery strategies. It also includes changing/consolidating fund sources in an effort to maximize funding investments.

The policies, procedures and guidelines for the 2020 CIP Update have remained changes. The full policies, procedures and guidelines can be found on the website: https://www.alamedactc.org/funding/funding-opportunities/

Attachments

A. Technical Detail: Previously Approved Programming and Allocations (2018 CIP Update, July 26, 2018)
B. Technical Detail: Changes to Current Programming
C. Technical Detail: 2020 CIP Five-year Programming Horizon with Two-Year Allocation Plan for Fiscal Years 2019/20 to 2023/24

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ALAMEDA
County Transportation Commission

2020 Comprehensive Investment Plan

Appendix A

Current Programming

2018 CIP Update Previously Approved July 2018



ACTC_AR0680

Alameda CTC Comprehensive Investment Plan
Technical Detail: Current Programmming
Previously Approved Programming and Allocations (2018 CIP Update Adopted *on July 26, 2018)*

									Programming and Allocations ($ x 1,000)							
										Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru to FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru 20-21)
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	State	Lifeline	STA	Transit	O&M	3,583	3,583						3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Federal	Lifeline	JARC	Transit	O&M	1,417	1,417						1,417
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	Multiple	Federal	Lifeline	STA	Transit	CON	450	450						450
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Multiple	Federal	Lifeline	STA	Transit	O&M	1,741	1,741						1,741
00009	AC Transit	City of Oakland Broadway Shuttle	1-North	Federal	Lifeline	JARC	Transit	O&M	405	405						405
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	Regional	TFCA	Prog Mgr	Transit	CON	925	925						925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	Local	2000 MB	07A	Transit	Various	11,510	11,510						11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	Local	2014 MBB	TEP-13	Transit	CON	10,000	10,000						10,000
00056	AC Transit	Grand/MacArthur BRT	1-North	Local	2014 MBB	TEP-15	Transit	Planning / Scoping	100	100						100
00057	AC Transit	College/Broadway Corridor Transit Priority	1-North	Local	2014 MBB	TEP-16	Transit	Planning / Scoping	100	100						100
00171	AC Transit	Line 97 Corridor Improvements (Signal timing component)	Multiple	Local	TFCA	Prog Mgr	Transit	Various	228	228						228
00193	AC Transit	Berkeley Southside Piliot Transit Lanes (including Telegraph, Bancroft)	1-North	Local	2010 VRF	Disc-Transit	Transit	Various	300	300						300
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	Local	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	447	447						447
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	Local	2000 MB	Disc-Transit	Transit	PE/Env	536	536						536
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	Local	2010 VRF	Disc-Transit	Transit	CON	4,018	4,018						4,018
00087	Alameda	Alameda City Complete Streets	1-North	Federal	OBAG	STP	Bike/Ped	CON	505	505						505
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	Local	2014 MBB	TEP-14	Transit	Planning / Scoping	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	Local	2014 MBB	TEP-14	Transit	PE/Env	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	Local	2014 MBB	TEP-14	Transit	Final Design (PS&E)	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	Local	2014 MBB	TEP-14	Transit	CON	7,650		7,650					
00196	Alameda	Central Avenue Complete Street	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	CON	3,487		3,487					
00197	Alameda	City Wide Street Resurfacing - Pavement Management	1-North	Federal	STP/CMAQ	LSR	LSR	CON	827		827					
00198	Alameda	Clement Avenue Complete Street	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	PE/Env	124	124						124
00198	Alameda	Clement Avenue Complete Street	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	443	443						443

Alameda CTC Comprehensive Investment Plan
Technical Detail: Current Programmming
Previously Approved Programming and Allocations (2018 CIP Update Adopted *on July 26, 2018)*

									Programming and Allocations ($ x 1,000)							
										Prior Allocations	**Prior Programming**					
CIP ID	**Sponsor**	**Project Title**	**PA**	**Funding Type**	**Fund Source**	**Fund Subset**	**Mode**	**Phase**	**Programmed Amount**	**Prior Thru to FY2018-19 (July 2018)**	**FY2019-20**	**FY2020-21**	**FY2021-22**	**FY2022-23**	**FY2023-24**	**Total Allocated (Thru 20-21)**
00198	Alameda	Clement Avenue Complete Street	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	CON	4,451		4,451					
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	Local	2014 MBB	TEP-26	LSR	PE/Env	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	434	434						434
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	Local	2014 MBB	TEP-26	LSR	ROW - Capital	1,097	1,097						1,097
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	Local	2014 MBB	TEP-26	LSR	CON	6,376		6,376					
00200	Alameda	Seaplane Lagoon Ferry Terminal	1-North	Local	2014 MBB	TEP-45	Transit	CON	8,200		8,200					
00088	Alameda County	Alameda Co-Various Streets and Roads Preservation	Multiple	Federal	OBAG	STP	LSR	CON	1,565	1,565						1,565
00127	Alameda County	Hesperian Blvd Corridor Improvement (A St - I880)	2-Central	Local	2014 MBB	TEP-26	LSR	CON	7,000	7,000						7,000
00162	Alameda County	East Castro Valley Boulevard Class II Bike Lanes	4-East	Local	TFCA	Prog Mgr	Bike/Ped	Various	62	62						62
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2-Central	Local	2000 MB	Disc-TCD	Transit	Planning / Scoping	88	88						88
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	Local	2014 MBB	TEP-26	LSR	CON	7,600		7,600					
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	2-Central	Federal	STP/CMAQ	STP/CMAQ	LSR	CON	9,300			9,300				
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	Federal	STP/CMAQ	LSR	LSR	PE/Env	100	100						100
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	Federal	STP/CMAQ	LSR	LSR	CON	2,071	2,071						2,071
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	Federal	STP/CMAQ	LSR	LSR	PE/Env	100	100						100
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	Federal	STP/CMAQ	LSR	LSR	CON	1,679	1,679						1,679
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	State	SB-1	SLPP	Transit	Various	3,500		3,500					
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	Local	2010 VRF	Disc-Transit	Transit	Various	3,500		3,500					
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	Various	540	357	61	61	61			357
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	495	400	95					400
00053	Alameda CTC	Affordable Student Transit Pass Programs	Multiple	Local	2014 MBB	TEP-08	Transit	O&M	15,000	15,000						15,000
00054	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	Multiple	Local	2014 MBB	TEP-12	Paratransit	Planning / Scoping	500	500						500
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	Local	2014 MBB	TEP-29	HWY	PE/Env	3,000	3,000						3,000

Alameda CTC Comprehensive Investment Plan
Technical Detail: Current Programmming
Previously Approved Programming and Allocations (2018 CIP Update Adopted *on July 26, 2018)*

									Programming and Allocations ($ x 1,000)							
										Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru to FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru 20-21)
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	Local	2014 MBB	TEP-29	HWY	Final Design (PS&E)	6,600	6,600						6,600
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	Local	2014 MBB	TEP-29	HWY	ROW-CAP	2,400	2,400						2,400
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	Local	2014 MBB	TEP-30	HWY	Planning / Scoping	100	100						100
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	Local	2014 MBB	TEP-30	HWY	PE/Env	4,000	4,000						4,000
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	Local	2014 MBB	TEP-30	HWY	Final Design (PS&E)	5,500	5,500						5,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	Local	2014 MBB	TEP-31	HWY	PE/Env	4,000	4,000						4,000
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	Local	2014 MBB	TEP-31	HWY	Final Design (PS&E)	16,500	16,500						16,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	Local	2014 MBB	TEP-31	HWY	ROW-CAP	20,000	10,000	10,000					10,000
00072	Alameda CTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	4-East	Local	2014 MBB	TEP-32	HWY	CON	10,000	10,000						10,000
00073	Alameda CTC	I-580/I-680 Interchange Improvements (Study Only)	4-East	Local	2014 MBB	TEP-33	HWY	Planning / Scoping	1,000	1,000						1,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	Multiple	Local	2014 MBB	TEP-35	HWY	Final Design (PS&E)	5,000	5,000						5,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	Multiple	Local	2014 MBB	TEP-35	HWY	CON	15,000	15,000						15,000
00076	Alameda CTC	I-880 NB HOV/HOT Extension from A Street to Hegenberger	Multiple	Local	2014 MBB	TEP-36	HWY	Planning / Scoping	100	100						100
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	Local	2014 MBB	TEP-38	HWY	Planning / Scoping	925	925						925
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	Local	2014 MBB	TEP-38	HWY	PE/Env	4,750	4,750						4,750
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	Local	2014 MBB	TEP-39	HWY	Planning / Scoping	825	825						825
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	Local	2014 MBB	TEP-39	HWY	PE/Env	4,750	4,750						4,750
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	3,500	3,500						3,500
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	12,000		12,000					
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	Local	1986 MB	MB226	LSR	CON	89,000	89,000						89,000
00117	Alameda CTC	I-680 Sunol SB Express Lane	Multiple	Local	2000 MB	08A	HWY	O&M	4,500	4,500						4,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	Multiple	Local	2000 MB	08A	HWY	CON	20,000	20,000						20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	Local	2000 MB	08B	HWY	Final Design (PS&E)	4,500	4,500						4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	Local	2014 MBB	TEP-35	HWY	CON	20,000	20,000						20,000

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00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	Local	2000 MB	08B	HWY	CON	100,000	100,000						100,000
00120	Alameda CTC	Alameda County Rail Strategy Study	Multiple	Local	2014 MBB	TEP-27	Freight	Planning / Scoping	250	250						250
00131	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	4-East	Local	2014 MBB	TEP-26	HWY	Planning / Scoping	5,000	5,000						5,000
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	4,000	4,000						4,000
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	Local	2014 MBB	TEP-40	HWY	CON	8,000	8,000						8,000
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	Local	2014 MBB	TEP-40	HWY	Planning / Scoping	1,808	1,808						1,808
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	Local	2014 MBB	TEP-40	HWY	PE/Env	3,500	3,500						3,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	Local	2014 MBB	TEP-40	HWY	Planning / Scoping	1,500	1,500						1,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	Local	2014 MBB	TEP-40	HWY	PE/Env	7,500	7,500						7,500
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	Local	2014 MBB	TEP-27	Freight	PE/Env	35,020	35,020						35,020
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	Local	2014 MBB	TEP-27	Freight	Final Design (PS&E)	18,000	18,000						18,000
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	Multiple	Local	2014 MBB	TEP-26	Multiple	Various	1,500	1,500						1,500
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	Multiple	Local	2014 MBB	TEP-41	Freight	Various	300	300						300
00158	Alameda CTC	Modal Plans Implementation: Alameda Countywide Transit Plan Implementation	Multiple	Local	2010 VRF	Disc-Transit	Transit	Various	300	300						300
00159	Alameda CTC	Matching Program for Last Mile Connection Technology Programs	Multiple	Local	2014 MBB	TEP-46	Transit	Various	200	200						200
00161	Alameda CTC	Overall Planning/Monitoring Services	Multiple	Local	2014 MBB	TEP-46	Multiple	Various	100	100						100
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Multiple	Local	TFCA	Prog Mgr	Multiple	Various	210	210						210
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	Multiple	Local	TFCA	Prog Mgr	Transit	Various	270	270						270
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	Multiple	Local	2000 MB	Disc-TCD	Bike/Ped	Planning / Scoping	200	200						200
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	Local	TFCA	Prog Mgr.	Transit	O&M	420	420						420
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	Local	2014 MBB	TEP-45	Transit	O&M	434	434						434
00206	Alameda CTC	Comprehensive Multimodal Monitoring	Multiple	Local	2010 VRF	Disc-Transit	Transit	Planning / Scoping	1,250	1,250						1,250
00207	Alameda CTC	Corridor Studies Implementation	Multiple	Local	2010 VRF	Disc-Transit	Transit	Planning / Scoping	2,000	2,000						2,000
00207	Alameda CTC	Corridor Studies Implementation	Multiple	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	6,000	6,000						6,000

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00207	Alameda CTC	Corridor Studies Implementation	Multiple	Local	2010 VRF	Disc-Transit	Transit	PE/Env	3,000		3,000					
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	O&M	1,090	1,090						1,090
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	CON	1,500		500	500	500			
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	Local	CMA-TIP	Other	Bike/Ped	CON	200	200						200
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	Federal	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	8,372	8,372						8,372
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	Local	2014 MBB	TEP-27	Freight	O&M	6,000	3,000	1,500	1,500				3,000
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	Local	2014 MBB	TEP-35	HWY	PE/Env	7,500	7,500						7,500
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	Local	2014 MBB	TEP-46	Multi	Planning / Scoping	1,000	1,000						1,000
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	Local	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	405	405						405
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	Local	I-580 Toll Revenue	Toll Revenue	HWY	CON	10,175	10,175						10,175
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	Local	2014 MBB	TEP-26	HWY	Final Design (PS&E)	151	151						151
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	Local	2014 MBB	TEP-26	HWY	CON	389	389						389
00280	Alameda CTC	Toll Revenue Forecasting	4-East	Local	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	330	330						330
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	Multiple	Local	TFCA	Prog Mgr	Multiple	O&M	100	100						100
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	1-North	Local	TFCA	Prog Mgr	Bike/Ped	Various	95	95						95
00213	Albany	Buchanan Bikeway Phase III	1-North	Local	2000 MB	Disc-BP	Bike/Ped	CON	600	600						600
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	1-North	Federal	STP/CMAQ	LSR	Bike/Ped	CON	340			340				
00021	ASEB	Special Transportation Services for Individuals with Dementia	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	400	400						400
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	Multiple	Federal	Lifeline	STA	Transit	O&M	250	250						250
00058	BART	Irvington BART Station	3-South	Local	2014 MBB	TEP-17	Transit	Planning / Scoping	2,760	2,760						2,760
00059	BART	Bay Fair Connector/BART Metro	2-Central	Local	2014 MBB	TEP-18	Transit	Planning / Scoping	100	100						100
00172	BART	BART West Oakland Bike Locker Plaza	1-North	Local	TFCA	Prog Mgr	Transit	Various	55	55						55
00215	BART	BART to Livermore	4-East	State	TCRP	TCRP	Transit	PE/Env	1,700	1,700						1,700
00215	BART	BART to Livermore	4-East	Local	2000 MB	26	Transit	PE/Env	1,400	1,400						1,400

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00216	BART	Bay Fair Connection	2-Central	Local	2014 MBB	TEP-18	Transit	Planning / Scoping	500	500						500
00216	BART	Bay Fair Connection	2-Central	Local	2014 MBB	TEP-18	Transit	PE/Env	5,000	5,000						5,000
00089	Berkeley	Shattuck Complete Streets and De-couplet	1-North	Federal	OBAG	STP	Bike/Ped	CON	2,777	2,777						2,777
00097	Berkeley	Hearst Avenue Complete Streets	1-North	Federal	OBAG	STP	Bike/Ped	CON	2,256	2,256						2,256
00165	Berkeley	Berkeley Citywide Bicycle Parking Program	1-North	Local	TFCA	Prog Mgr	Bike/Ped	Various	137	137						137
00177	Berkeley	Hearst Ave Complete Streets	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON	88	88						88
00184	Berkeley	Berkeley Citywide Bike Parking Program	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	Local	2010 VRF	Disc-BP	Bike/Ped	PE/Env	29	29						29
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	Local	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	49	49						49
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	Local	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	59	59						59
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	Local	2010 VRF	Disc-BP	Bike/Ped	CON	613	613						613
00220	Berkeley	Milvia Bikeway Project	1-North	Local	2000 MB	Disc-BP	Bike/Ped	PE/Env	350	350						350
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	Local	2014 MBB	TEP-27	Freight	PE/Env	500	500						500
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	Local	2014 MBB	TEP-27	Freight	Final Design (PS&E)	1,020		1,020					
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	PE/Env	387	387						387
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	613	613						613
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	CON	7,335	6,121		1,214				6,121
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	568	568						568
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	318	318						318
00023	CIL	Mobility Matters Project	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	679	679						679
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	500	500						500
00173	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	2-Central	Local	TFCA	Prog Mgr	Transit	Various	123	123						123
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	2-Central	Local	TFCA	Prog Mgr	Transit	O&M	128	128						128
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	3-South	Local	2014 MBB	TEP-12	Paratransit	O&M	220	220						220

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00052	Dublin	Iron Horse Transit Route - Dougherty Road	4-East	Local	2000 MB	09	Multiple	CON	6,267	6,267						6,267
00090	Dublin	Dublin Boulevard Preservation	4-East	Federal	OBAG	STP	LSR	CON	470	470						470
00123	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	4-East	Local	2014 MBB	TEP-26	LSR	CON	11,200	11,200						11,200
00124	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	4-East	Local	2014 MBB	TEP-26	LSR	CON	3,000	3,000						3,000
00166	Dublin	San Ramon Road Arterial Mgmt	4-East	Local	TFCA	Prog Mgr	LSR	Various	146	146						146
00224	Dublin	City of Dublin Street Rehab	4-East	Federal	STP/CMAQ	LSR	LSR	CON	661			661				
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	Local	2014 MBB	TEP-26	LSR	PE/Env	2,374	2,374						2,374
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	5,374	5,374						5,374
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	166	166						166
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,128	1,128						1,128
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	1-North	Local	2014 MBB	TEP-42	Bike/Ped	CON	642	642						642
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	1-North	Local	2014 MBB	TEP-42	Bike/Ped	CON	2,833	2,833						2,833
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	3-South	Local	2000 MB	Disc-PT	Paratransit	O&M	296	296						296
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	174	174						174
00141	Emeryville	South Bayfront Bridge	1-North	Local	2000 MB	Disc-BP	Bike/Ped	CON	1,895	1,895						1,895
00141	Emeryville	South Bayfront Bridge	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON	105	105						105
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00230	Emeryville	Emery Go Round General Benefit Operations	1-North	Local	2014 MBB	TEP-45	Transit	O&M	2,500	1,000	500	500	500			1,000
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	1-North	Federal	STP/CMAQ	LSR	LSR	CON	225			225				
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	1-North	Local	2000 MB	Disc-TCD	Transit	CON	930	930						930
00271	Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	70	70						70
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets (TCEP Match)	1-North	Local	2014 MBB	TEP-41	Freight	CON	1,800	1,800						1,800
00025	Fremont	Tri-City Mobility Management and Travel Training Program	3-South	Local	2000 MB	Disc-PT	Paratransit	O&M	450	450						450
00026	Fremont	Tri-City Volunteer Driver Programs	3-South	Local	2000 MB	Disc-PT	Paratransit	O&M	550	550						550

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00027	Fremont	Tri-City Taxi Voucher Program	3-South	Local	2000 MB	Disc-PT	Paratransit	O&M	450	450						450
00091	Fremont	Fremont City Center Multi-Modal Improvements	3-South	Federal	OBAG	STP	Multiple	CON	1,288	1,288						1,288
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	Local	2014 MBB	TEP-45	Transit	CON	25,000	25,000						25,000
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	Local	2014 MBB	TEP-21	Transit	CON	5,000	5,000						5,000
00143	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	3-South	Local	2014 MBB	TEP-26	Multiple	Planning / Scoping	50	50						50
00152	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	3-South	Local	2014 MBB	TEP-42	Multiple	Planning / Scoping	50	50						50
00153	Fremont	Scoping: Fremont BART Station West Side Enhancement	3-South	Local	2014 MBB	TEP-45	Transit	Planning / Scoping	50	50						50
00154	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	3-South	Local	2014 MBB	TEP-45	Bike/Ped	Planning / Scoping	50	50						50
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	3-South	Local	TFCA	Prog Mgr	LSR	CON	425	425						425
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	3-South	Local	TFCA	Prog Mgr	LSR	CON	646	646						646
00233	Fremont	City of Fremont Pavement Rehabilitation Project	3-South	Federal	STP/CMAQ	LSR	LSR	CON	2,760		2,760					
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	Federal	STP/CMAQ	STP/CMAQ	LSR	PE/Env	386	386						386
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	799	799						799
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	Federal	STP/CMAQ	STP/CMAQ	LSR	CON	6,510		6,510					
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	1,901	1,901						1,901
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,553	3,553						3,553
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	Local	2014 MBB	TEP-26	LSR	PE/Env	443	443						443
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,328	1,328						1,328
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	Local	2014 MBB	TEP-26	LSR	CON	7,525		7,525					
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	3-South	Local	2014 MBB	TEP-45	Bike/Ped	CON	5,000	5,000						5,000
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	3-South	Local	2000 MB	Disc-PT	Paratransit	O&M	298	298						298
00092	Hayward	Hayward - Industrial Boulevard Preservation	2-Central	Federal	OBAG	STP	LSR	CON	1,265	1,265						1,265
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	Local	2014 MBB	TEP-26	LSR	CON	21,500	21,500						21,500
00241	Hayward	Main Street Complete Street Project	2-Central	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	175	175						175

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00241	Hayward	Main Street Complete Street Project	2-Central	Federal	STP/CMAQ	STP/CMAQ	LSR	CON	1,500	1,500						1,500
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2-Central	Local	2014 MBB	TEP-26	HWY	Planning / Scoping	440	440						440
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	Federal	STP/CMAQ	LSR	LSR	Final Design (PS&E)	88	88						88
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	Federal	STP/CMAQ	LSR	LSR	CON	1,662	1,662						1,662
00283	LARPD/TVC	Valley Trails Connection Project	4-East	Local	CMA-TIP	Other	Bike/Ped	Various	110	110						110
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Federal	Lifeline	STA	Transit	O&M	388	388						388
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Federal	Lifeline	JARC	Transit	O&M	129	129						129
00160	LAVTA	Pilot Transit Program for Last Mile Connections	4-East	Local	2000 MB	Disc-Transit	Transit	Various	100	100						100
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	4-East	Local	TFCA	Prog Mgr	Transit	Various	275	275						275
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	4-East	Local	TFCA	Prog Mgr	Transit	O&M	318	318						318
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	Local	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	152	152						152
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	Local	2000 MB	Disc-Transit	Transit	CON	1,262	1,262						1,262
00245	LAVTA	Wheels Forward/2020 Plan	4-East	Local	2000 MB	Disc-Transit	Transit	Planning / Scoping	220		220					
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	Local	2014 MBB	TEP-12	Paratransit	O&M	40	40						40
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	275	275						275
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	4-East	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	20	20						20
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	4-East	Local	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	30	30						30
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	4-East	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	160	160						160
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	4-East	Local	TFCA	Prog Mgr.	Bike/Ped	CON	193	193						193
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	4-East	Local	2014 MBB	TEP-42	Bike/Ped	CON	1,407	1,407						1,407
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	4-East	Federal	STP/CMAQ	LSR	LSR	CON	1,382		1,382					
00247	Livermore	Vasco Road/I-580 Interchange Improvements	4-East	Local	2014 MBB	TEP-34	HWY	PE/Env	1,380	1,380						1,380
00102	MTC	Regional Planning Activities and PPM - Alameda	Multiple	Federal	OBAG	STP	Multiple	PE/Env	1,034	1,034						1,034
00099	Newark	Enterprise Drive Complete Streets and Road Diet	3-South	Federal	OBAG	STP	Bike/Ped	CON	454	454						454

Alameda CTC Comprehensive Investment Plan
Technical Detail: Current Programmming
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CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Programming and Allocations ($ x 1,000)						
										Prior Allocations	Prior Programming					
										Prior Thru to FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru 20-21)
00116	Newark	Central Avenue Overpass	3-South	Local	2000 MB	025	LSR	Final Design (PS&E)	2,765	2,765						2,765
00116	Newark	Central Avenue Overpass	3-South	Local	2000 MB	025	LSR	CON	11,134	11,134						11,134
00116	Newark	Central Avenue Overpass	3-South	Local	2000 MB	025	LSR	ROW-CAP	2,155	2,155						2,155
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	3-South	Federal	STP/CMAQ	LSR	LSR	CON	592	592						592
00028	Oakland	Taxi-Up & Go Project	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	362	362						362
00064	Oakland	Oakland Broadway Corridor Transit	1-North	Local	2014 MBB	TEP-24	Transit	Planning / Scoping	600	600						600
00093	Oakland	Lake Merritt BART Bikeways	1-North	Federal	OBAG	STP	Bike/Ped	CON	571	571						571
00094	Oakland	Oakland Complete Streets	1-North	Federal	OBAG	STP	LSR	CON	3,384	3,384						3,384
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	Federal	OBAG	STP	Bike/Ped	CON	4,446	4,446						4,446
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	Federal	OBAG	CMAQ	Bike/Ped	CON	2,554	2,554						2,554
00100	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	1-North	Federal	OBAG	CMAQ	Bike/Ped	CON	5,452	5,452						5,452
00103	Oakland	7th Street West Oakland Transit Village, Phase II	1-North	Federal	OBAG	CMAQ	Bike/Ped	CON	3,288	3,288						3,288
00121	Oakland	Oakland Army Base Roadway Infrastructure Improvements	1-North	Local	2014 MBB	TEP-26	Freight	CON	41,000	41,000						41,000
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	1-North	Local	2014 MBB	TEP-26	Freight	CON	5,000	5,000						5,000
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,300	1,300						1,300
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	Local	2014 MBB	TEP-26	LSR	CON	5,300	5,300						5,300
00137	Oakland	I-880/42nd-High Street Access Improvements	1-North	Local	2014 MBB	TEP-40	HWY	CON	10,000	10,000						10,000
00167	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	1-North	Local	TFCA	Prog Mgr	Transit	Various	210	210						210
00168	Oakland	CityRacks, Phase 12	1-North	Local	TFCA	Prog Mgr	Bike/Ped	Various	124	124						124
00180	Oakland	Broadway Shuttle Operations	1-North	Local	2014 MBB	TEP-45	Transit	O&M	1,650	660	330	330	330			660
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	1-North	Local	TFCA	Prog Mgr	Transit	O&M	367	367						367
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00249	Oakland	27th Street Complete Streets	1-North	Local	2014 MBB	TEP-45	LSR	PE/Env	776	776						776
00249	Oakland	27th Street Complete Streets	1-North	Local	2014 MBB	TEP-45	LSR	Final Design (PS&E)	1,174	1,174						1,174

Alameda CTC Comprehensive Investment Plan
Technical Detail: Current Programmming
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									Programming and Allocations ($ x 1,000)							
										Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru to FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru 20-21)
00251	Oakland	E 12th Street Bikeway	1-North	Local	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	250	250						250
00251	Oakland	E 12th Street Bikeway	1-North	Local	2000 MB	Disc-BP	Bike/Ped	CON	1,250	1,250						1,250
00252	Oakland	East Oakland Community Streets Plan	1-North	Local	2014 MBB	TEP-45	LSR	Planning / Scoping	100	100						100
00253	Oakland	Fruitvale Ave Gap Closure	1-North	Local	2014 MBB	TEP-44	Bike/Ped	CON	1,634		1,634					
00254	Oakland	Lakeside Family Streets	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	PE/Env	80	80						80
00254	Oakland	Lakeside Family Streets	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	320	320						320
00254	Oakland	Lakeside Family Streets	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	CON	4,392		4,392					
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	1-North	Local	2010 VRF	Disc-BP	Bike/Ped	CON	2,500	2,500						2,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	Local	2014 MBB	TEP-46	LSR	Final Design (PS&E)	1,500	1,500						1,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	Local	2014 MBB	TEP-46	LSR	CON	9,500		9,500					
00257	Oakland	Coliseum Transit Hub	1-North	Local	2010 VRF	Disc-Transit	Transit	Planning / Scoping	968	968						968
00257	Oakland	Coliseum Transit Hub	1-North	Local	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	3,878	3,878						3,878
00258	Oakland	Oakland LSR Paving Program	1-North	Federal	STP/CMAQ	LSR	LSR	PE/Env	734	734						734
00258	Oakland	Oakland LSR Paving Program	1-North	Federal	STP/CMAQ	LSR	LSR	CON	4,161	4,161						4,161
00259	Oakland	OakMob Transportation Demand Management (TDM)	1-North	Local	2014 MBB	TEP-45	Transit	O&M	215	215						215
00101	Piedmont	Piedmont Complete Streets (CS)	1-North	Federal	OBAG	STP	Bike/Ped	CON	129	129						129
00260	Piedmont	Oakland Avenue Improvements	1-North	Federal	STP/CMAQ	LSR	LSR	CON	168	168						168
00285	Piedmont	Piedmont LSR Exchange Projects	1-North	Local	CMA-TIP	Other	LSR	CON	(208)	(208)						(208)
00286	Piedmont	Oakland Avenue Pedestrian Bridge Railing Project	1-North	Local	CMA-TIP	Other	LSR	CON	208	208						208
00029	Pleasanton	Downtown Route Shuttle (DTR)	4-East	Local	2000 MB	Disc-PT	Paratransit	O&M	173	173						173
00104	Pleasanton	Pleasanton Complete Streets	4-East	Federal	OBAG	STP	Bike/Ped	CON	832	832						832
00169	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	4-East	Local	TFCA	Prog Mgr	Transit	Various	53	53						53
00181	Pleasanton	Bernal Ave Park and Ride Lot	4-East	Local	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	136	136						136
00181	Pleasanton	Bernal Ave Park and Ride Lot	4-East	Local	TFCA	Prog Mgr	Transit	CON	189	189						189

Alameda CTC Comprehensive Investment Plan
Technical Detail: Current Programmming
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									Programming and Allocations ($ x 1,000)							
										Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru to FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru 20-21)
00181	Pleasanton	Bernal Ave Park and Ride Lot	4-East	Local	2010 VRF	Disc-Transit	Transit	CON	776	776						776
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	Local	TFCA	Prog Mgr	Bike/Ped	O&M	130	130						130
00262	Pleasanton	Pavement Rehabilitiation Hacienda Business Park	4-East	Federal	STP/CMAQ	LSR	LSR	CON	1,095		1,095					
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	4-East	Local	2014 MBB	TEP-26	HWY	CON	5,200			5,200				
00144	Port of Oakland	Scoping: Airport Drive Overlay	1-North	Local	2014 MBB	TEP-26	Multiple	Planning / Scoping	50	50						50
00145	Port of Oakland	Scoping: Port Terminal Seismic Monitoring Program	1-North	Local	2014 MBB	TEP-26	Freight	Planning / Scoping	8	8						8
00146	Port of Oakland	Scoping: Port Area ITS Deployment	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50						50
00147	Port of Oakland	Scoping: Middle Harbor Road Improvements	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	30	30						30
00148	Port of Oakland	Scoping: Port Terminal Lighting Upgrade	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	8	8						8
00149	Port of Oakland	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50						50
00150	Port of Oakland	Scoping: Airport Perimeter Dike	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50						50
00151	Port of Oakland	Scoping: 7th Street Grade Separation East	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	10	10						10
00268	Port of Oakland	Adeline Street Bridge Reconstruction	1-North	Local	2014 MBB	TEP-41	Freight	Planning / Scoping	50		50					
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	Local	2014 MBB	TEP-26	LSR	CON	30,000	16,000	7,000	7,000				16,000
00096	San Leandro	San Leandro Boulevard Preservation	1-North	Federal	OBAG	STP	LSR	CON	804	804						804
00170	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	2-Central	Local	TFCA	Prog Mgr	Transit	Various	50	50						50
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	2-Central	Local	TFCA	Prog Mgr	Transit	O&M	130	130						130
00190	San Leandro	LINKS Shuttle Operations	2-Central	Local	2014 MBB	TEP-45	Transit	O&M	1,020	420	200	200	200			420
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	Local	2014 MBB	TEP-26	LSR	CON	1,821		1,821					
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	Federal	STP/CMAQ	LSR	LSR	PE/Env	73	73						73
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	Federal	STP/CMAQ	LSR	LSR	CON	975		975					
00030	SHS	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	278	278						278
00051	SJRRC	ACE Capital	Multiple	Local	2000 MB	01	Transit	Various	13,184	13,184						13,184
00031	SSPTV	Volunteer Assisted Senior Transportation Program	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	331	331						331

Alameda CTC Comprehensive Investment Plan
Technical Detail: Current Programmming
Previously Approved Programming and Allocations (2018 CIP Update Adopted *on July 26, 2018)*

									Programming and Allocations ($ x 1,000)							
										Prior Allocations	Prior Programming					
CIP ID	**Sponsor**	**Project Title**	**PA**	**Funding Type**	**Fund Source**	**Fund Subset**	**Mode**	**Phase**	**Programmed Amount**	**Prior Thru to FY2018-19 (July 2018)**	**FY2019-20**	**FY2020-21**	**FY2021-22**	**FY2022-23**	**FY2023-24**	**Total Allocated (Thru 20-21)**
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	212	212						212
00010	Union City	Operations Support for Route 2	3-South	Federal	Lifeline	STA	Transit	O&M	220	220						220
00062	Union City	Union City Intermodal Station	3-South	Local	2014 MBB	TEP-22	Transit	Planning / Scoping	100	100						100
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	Local	2014 MBB	TEP-44	Bike/Ped	PE/Env	5	5						5
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	Local	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	780	780						780
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	Local	2014 MBB	TEP-44	Bike/Ped	CON	5,779	5,779						5,779
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	Local	CMA-TIP	Other	Bike/Ped	CON	1,100	1,100						1,100
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	Local	TFCA	Prog Mgr.	Bike/Ped	CON	136	136						136
00266	Union City	Dyer Road Pavement Rehabilitation	3-South	Federal	STP/CMAQ	LSR	LSR	CON	872	872						872
00267	Union City	Bicycle and Pedestrian Master Plan Update	3-South	Local	2000 MB	Disc-BP	Bike/Ped	Planning / Scoping	150	150						150
00281	Various	State Transportation Improvement Program	Multiple	State	STIP	RIP	HWY	Various	48,813	48,813						48,813
00282	Various	Lifeline Cycle 5 Program	Multiple	State	Lifeline	Various	Transit	Various	4,789	4,789						4,789
								Totals	**1,051,847**	**903,564**	**119,661**	**27,031**	**1,591**			**903,564**



ALAMEDA
County Transportation Commission

2020 Comprehensive Investment Plan

Appendix B

Technical Detail: Changes to Current Programming and Allocations







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Alameda CTC Comprehensive Investment Plan
Technical Detail: Changes to Current Programming
Programming and Allocation Adjustments for the 2020 CIP

									Programming and Allocations ($ x 1,000)								
										Prior Allocations	Adjustments to Prior Programming and Allocations						
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)	Notes
00056	AC Transit	Grand/MacArthur BRT	1-North	Local	2014 MBB	TEP-15	Transit	Planning / Scoping	(3)	(3)						(3)	Deprogrammed - unspent balance with project closure.
00314	Alameda	Otis Drive Traffic Calming and Safety Improvement Project	1-North	Local	TFCA	Prog Mgr	Transit	CON	175		175					175	New programming/allocation.
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	Local	2014 MBB	TEP-14	Transit	CON			(7,650)		7,650			(7,650)	Reprogrammed to future year to coincide with project delivery schedule.
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	Local	2014 MBB	TEP-26	LSR	CON			(6,376)		6,376			(6,376)	Reprogrammed to future year to coincide with project delivery schedule.
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	Local	TFCA	Prog Mgr.	Bike/Ped	CON	245		245					245	New programming/allocation. $123k allocated in FY 18/19 previously approved on 10/25/18, incorporated in FY 19/20.
00319	Alameda County	Hesperian Blvd Class 2 Bike Lanes	2-Central	Local	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137	Previously approved allocation on 10/25/18.
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	State	SB-1	SLPP	Transit	Various	(3,500)		(3,500)					(3,500)	Fund source change - deprogrammed SB-1 SLPP funds and reprogrammed liked amount in VRF funds
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	Local	2010 VRF	Disc-Transit	Transit	Various	3,500		3,500					3,500	Fund source change - deprogrammed SB-1 SLPP funds and reprogrammed liked amount in VRF funds
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	Various	(122)	(122)	(61)	(61)	(61)			(244)	Deprogramming - project activities funded with alternative funds.
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	(386)	(291)	(95)					(386)	Deprogrammed - project closed.
00054	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	Multiple	Local	2014 MBB	TEP-12	Paratransit	Planning / Scoping	(499)	(499)						(499)	Deprogrammed - project sponsor not proceeding with project.
00073	Alameda CTC	I-580/I-680 Interchange Improvements (Study Only)	4-East	Local	2014 MBB	TEP-33	HWY	Planning / Scoping	(1,000)	(1,000)						(1,000)	Deprogrammed - project sponsor not proceeding with project.
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)			(12,000)		12,000			(12,000)	Reprogrammed to future year to coincide with project delivery schedule.
00131	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	4-East	Local	2014 MBB	TEP-26	HWY	Planning / Scoping	(4,983)	(4,983)						(4,983)	Deprogrammed - project sponsor not proceeding with project.
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	5,550	5,550						5,550	Programming adjustment moved $5.55M from CIPID 00207 for project implementation.
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	Multiple	Local	2014 MBB	TEP-26	Multiple	Various	450	450						450	Programming adjustment moved $0.45M from CIPID 00207 for project implementation.
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	Local	TFCA	Prog Mgr.	Transit	O&M	669		331	338				669	New programming/allocation. $331k in FY 18/19 previously approved on10/25/18.
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	Local	2014 MBB	TEP-45	Transit	O&M	210		210					210	New programming/allocation.
00207	Alameda CTC	Corridor Studies Implementation	Multiple	Local	2010 VRF	Disc-Transit	Transit	Planning / Scoping	(2,000)	(2,000)						(2,000)	Deprogrammed - project sponsor not proceeding with project.
00207	Alameda CTC	Corridor Studies Implementation	Multiple	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	(6,000)	(6,000)						(6,000)	Deprogrammed - $5.5M moved to CIP 00132 and $0.5M CIPID 00156.
00207	Alameda CTC	Corridor Studies Implementation	Multiple	Local	2010 VRF	Disc-Transit	Transit	PE/Env	(3,000)		(3,000)					(3,000)	Deprogrammed - project sponsor not proceeding with project.
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	CON			(500)	(500)		500	500	0	Reprogrammed to future year to coincide with project delivery schedule.
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	Local	2014 MBB	TEP-27	Freight	O&M			(1,500)	(1,500)	3,000			(3,000)	Reprogrammed to future year to coincide with project delivery schedule.
00287	Alameda CTC	Oakland Alameda Access Project	1-North	Local	2014 MBB	TEP-37	HWY	PE/Env	5,000		5,000					5,000	Previously approved allocation on 10/25/18
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	Local	2014 MBB	TEP-41	Freight	Planning / Scoping	5,500		5,500					5,500	Previously approved allocation on 2/28/19
00289	Alameda CTC	Student Transit Pass Program	Multiple	Local	2014 MBB	TEP-07	Transit	O&M	23,500			2,800	6,700	6,700	7,300	2,800	New programming/allocation.Future programming to be adjusted to for new funding.
00313	Alameda CTC	Countywide Model Update	Multiple	Local	2010 VRF	Disc-Transit	Transit	Planning / Scoping	800		800					800	New programming/allocation.
00300	ASEB	Regrowth of Transportation Services for Individuals with Dementia	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	797		150	155	159	164	169	305	New programming/allocation.
00058	BART	Irvington BART Station	3-South	Local	2014 MBB	TEP-17	Transit	Final Design (PS&E)	16,450	16,450						16,450	Previously approved allocation on 10/25/18

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Alameda CTC Comprehensive Investment Plan
Technical Detail: Changes to Current Programming
Programming and Allocation Adjustments for the 2020 CIP

									Programming and Allocations ($ x 1,000)								
										Prior Allocations	Adjustments to Prior Programming and Allocations						
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)	Notes
00304	BART	19th Street Oakland Interchagne Modernization	1-North	Local	2014 MBB	TEP-19	Transit	CON	10,000		10,000					10,000	New programming/allocation. MBB commitment from TEP-19.
00318	BART	West Oakland BART Station Bike Locker Expansion	1-North	Local	TFCA	Prog Mgr	Transit	CON	100		100					100	New programming/allocation.
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	1,004		180	209	192	198	225	389	New programming/allocation.
00293	CIL	Community Connections Program (CoCo)	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	940		188	188	188	188	188	376	New programming/allocation.
00291	CRIL	Travel Training: Oh The Places You Will Go!	Multple	Local	2000 MB	Disc-PT	Paratransit	O&M	486		162	162	162	-	-	324	New programming/allocation.
00320	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations	2-Central	Local	TFCA	Prog Mgr	Transit	O&M	215	215						215	Previously approved allocation on 10/25/18.
00295	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	970		194	194	194	194	194	388	New programming/allocation.
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	Local	2014 MBB	TEP-42	Bike/Ped	CON	4,751		4,751					4,751	New programming/allocation from MBB Commitment in Transportation Expenditure Plan.
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	Local	TFCA	Prog Mgr	Bike/Ped	CON	856		856					856	New programming/allocation.
00315	Dublin	Tassajara Road Arterial Management Project	4-East	Local	TFCA	Prog Mgr	Transit	CON	146		146					146	New programming/allocation.
00292	Eden I&R	Mobility Management Through 211 Alameda County	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	747		136	136	153	157	165	272	New programming/allocation.
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	952		217	163	225	171	176	380	New programming/allocation.
00301	Emeryville	Emeryville Senior Center Group Trips Bus Purchase	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	132		132	-	-	-	-	132	New programming/allocation.
00143	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	3-South	Local	2014 MBB	TEP-26	Multiple	Planning / Scoping	(9)	(9)						(9)	Deprogrammed - unspent balance with project closure.
00152	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	3-South	Local	2014 MBB	TEP-42	Multiple	Planning / Scoping	(8)	(8)						(8)	Deprogrammed - unspent balance with project closure.
00153	Fremont	Scoping: Fremont BART Station West Side Enhancement	3-South	Local	2014 MBB	TEP-45	Transit	Planning / Scoping	(8)	(8)						(8)	Deprogrammed - unspent balance with project closure.
00154	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	3-South	Local	2014 MBB	TEP-45	Bike/Ped	Planning / Scoping	(8)	(8)						(8)	Deprogrammed - unspent balance with project closure.
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	4-South	Local	2000 MB	Disc-PT	Paratransit	O&M	731		134	145	149	151	152	279	New programming/allocation.
00305	Fremont	I-680 Interchange Modernization at Mission Blvd / SR 238	3-South	Local	2014 MBB	TEP-21	HWY	Planning / Scoping	1,000		1,000					1,000	New programming/allocation. MBB commitment previously approved on 10/26/17.
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	Local	2014 MBB	TEP-21	HWY	Planning / Scoping	1,000		1,000					1,000	New programming/allocation. MBB commitment previously approved on 10/26/17.
00308	Fremont	Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone	3-South	Local	2014 MBB	TEP-21	Freight	CON	977		977					977	New programming/allocation. MBB commitment previously approved on 10/26/17.
00309	Fremont	I-880 Bridge at Pacific Commons Trail	3-South	Local	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,100		2,100					2,100	New programming/allocation. MBB commitment previously approved on 10/26/17.
00311	Fremont	Sabercat Trail Connection to Irvington BART Station Area	3-South	Local	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,000		2,000					2,000	New programming/allocation. MBB commitment previously approved on 10/26/17.
00322	Fremont	Former State Route 84 Pavement Rehabilitation	3-South	Local	2014 MBB	TEP-21	LSR	CON	2,000		2,000					2,000	New programming/allocation. MBB commitment previously approved on 10/26/17.
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	Local	2014 MBB	TEP-21	Bike/Ped	PE/Env	1,000		1,000					1,000	New programming/allocation. MBB commitment previously approved on 10/26/17.
00307	Fremont/ Union City	Decoto Boulevard Complete Streets w/Transit Priority Project	3-South	Local	1986 MB	MB226	LSR	Final Design (PS&E)	3,500		3,500					3,500	Programming of commitments related to I-880 to Mission Blvd East-West Connector.
00312	Fremont/ Union City	Dumbarton to Quarry Lakes Trail	3-South	Local	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,000		2,000					2,000	New programming/allocation. MBB commitment previously approved on 10/26/17.
00298	LAVTA	Para-Taxi Debit Card	4-East	Local	2000 MB	Disc-PT	Paratransit	O&M	87		23	16	16	16	16	39	New programming/allocation.
00299	LAVTA	Para-Taxi Operations	4-East	Local	2000 MB	Disc-PT	Paratransit	O&M	140		24	25	28	30	33	49	New programming/allocation.

Alameda CTC Comprehensive Investment Plan
Technical Detail: Changes to Current Programming
Programming and Allocation Adjustments for the 2020 CIP

									Programming and Allocations ($ x 1,000)								
										Prior Allocations	Adjustments to Prior Programming and Allocations						
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)	Notes
00321	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	4-East	Local	TFCA	Prog Mgr	Transit	Various	477	477						477	Previously approved allocation on 10/25/18.
00296	LIFE ElderCare	Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	1,023		150	189	200	234	250	339	New programming/allocation.
00064	Oakland	Oakland Broadway Corridor Transit	1-North	Local	2014 MBB	TEP-24	Transit	Planning / Scoping	(550)	(550)						(550)	Deprogrammed - unspent balance with project closure.
00180	Oakland	Broadway Shuttle Operations	1-North	Local	TFCA	Prog Mgr	Transit	O&M	603	338	265					603	New programming/allocation. FY 18/19 allocation previously approved on 10/25/18.
00251	Oakland	E 12th Street Bikeway	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON	140	140						140	Previously approved allocation on 10/25/18.
00253	Oakland	Fruitvale Ave Gap Closure	1-North	Local	2014 MBB	TEP-44	Bike/Ped	CON			(1,634)	1,634				0	Reprogrammed to future allocation year to coincide with project delivery schedule.
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	Local	2014 MBB	TEP-46	LSR	CON			(9,500)	9,500				0	Reprogrammed to future allocation year to coincide with project delivery schedule.
00181	Pleasanton	Bernal Ave Park and Ride Lot	4-East	Local	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	(136)	(136)						(136)	Deprogrammed - project sponsor not proceeding with project. Fund agreement A17-0119 to be terminated.
00181	Pleasanton	Bernal Ave Park and Ride Lot	4-East	Local	TFCA	Prog Mgr	Transit	CON	(189)	(189)						(189)	Deprogrammed - project sponsor not proceeding with project. Fund agreement A17-0119 to be terminated.
00181	Pleasanton	Bernal Ave Park and Ride Lot	4-East	Local	2010 VRF	Disc-Transit	Transit	CON	(776)	(776)						(776)	Deprogrammed - project sponsor not proceeding with project. Fund agreement A17-0119 to be terminated.
00316	Pleasanton	Citywide Trip Reduction Program	4-East	Local	TFCA	Prog Mgr	Transit	O&M	80		80					80	New programming/allocation.
00144	Port of Oakland	Scoping: Airport Drive Overlay	1-North	Local	2014 MBB	TEP-26	Multiple	Planning / Scoping	(8)	(8)						(8)	Deprogrammed - unspent balance with project closure.
00145	Port of Oakland	Scoping: Port Terminal Seismic Monitoring Program	1-North	Local	2014 MBB	TEP-26	Freight	Planning / Scoping	(1)	(1)						(1)	Deprogrammed - unspent balance with project closure.
00146	Port of Oakland	Scoping: Port Area ITS Deployment	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	(28)	(28)						(28)	Deprogrammed - unspent balance with project closure.
00147	Port of Oakland	Scoping: Middle Harbor Road Improvements	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	(8)	(8)						(8)	Deprogrammed - unspent balance with project closure.
00148	Port of Oakland	Scoping: Port Terminal Lighting Upgrade	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	(2)	(2)						(2)	Deprogrammed - unspent balance with project closure.
00150	Port of Oakland	Scoping: Airport Perimeter Dike	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	(20)	(20)						(20)	Deprogrammed - unspent balance with project closure.
00151	Port of Oakland	Scoping: 7th Street Grade Separation East	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	(4)	(4)						(4)	Deprogrammed - unspent balance with project closure.
00268	Port of Oakland	Adeline Street Bridge Reconstruction	1-North	Local	2014 MBB	TEP-41	Freight	Planning / Scoping	(50)		(50)					(50)	Deprogrammed - project sponsor not proceeding with project.
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	Local	2014 MBB	TEP-26	LSR	CON			(1,821)		1,821			(1,821)	Reprogrammed to future year to coincide with project delivery schedule.
00297	SSPTV	Volunteers Assisting Seniors with Transportation (VAST)	4-East	Local	2000 MB	Disc-PT	Paratransit	O&M	560		106	109	112	115	118	215	New programming/allocation.
00062	Union City	Union City Intermodal Station	3-South	Local	2014 MBB	TEP-22	Transit	Planning / Scoping	(49)	(49)						(49)	Deprogrammed - unspent balance with project closure.
00317	Union City	Union City IDEA Grant Traffic Signal Control Improvement	4-East	Local	TFCA	Prog Mgr	Transit	CON	221		221					221	New programming/allocation.
00294	USAOC	Senior Public Transportation Training and Education Program	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	419		34	62	103	108	112	96	New programming/allocation.
								Totals	**80,993**	**7,055**	**1,900**	**13,964**	**39,367**	**8,926**	**9,598**	**23,919**	

Total 2-year Allocations	**$ 15,864**
Total 5-year Programming	**$ 73,755**

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ALAMEDA
County Transportation Commission

2020 Comprehensive Investment Plan

Appendix C

Technical Detail: 2020 CIP Five-Year Programming with Two-Year Allocation Plan



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Alameda CTC Comprehensive Investment Plan
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan
2020 CIP Programming and Allocations

									Programming and Allocations ($ x 1,000)						
										Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	State	Lifeline	STA	Transit	O&M	3,583	3,583						3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Federal	Lifeline	JARC	Transit	O&M	1,417	1,417						1,417
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	Multiple	Federal	Lifeline	STA	Transit	CON	450	450						450
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Multiple	Federal	Lifeline	STA	Transit	O&M	1,741	1,741						1,741
00009	AC Transit	City of Oakland Broadway Shuttle	1-North	Federal	Lifeline	JARC	Transit	O&M	405	405						405
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	Regional	TFCA	Prog Mgr	Transit	CON	925	925						925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	Local	2000 MB	07A	Transit	Various	11,510	11,510						11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	Local	2014 MBB	TEP-13	Transit	CON	10,000	10,000						10,000
00056	AC Transit	Grand/MacArthur BRT	1-North	Local	2014 MBB	TEP-15	Transit	Planning / Scoping	97	97						97
00057	AC Transit	College/Broadway Corridor Transit Priority	1-North	Local	2014 MBB	TEP-16	Transit	Planning / Scoping	100	100						100
00171	AC Transit	Line 97 Corridor Improvements (Signal timing component)	Multiple	Local	TFCA	Prog Mgr	Transit	Various	228	228						228
00193	AC Transit	Berkeley Southside Piliot Transit Lanes (including Telegraph, Bancroft)	1-North	Local	2010 VRF	Disc-Transit	Transit	Various	300	300						300
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	Local	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	447	447						447
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	Local	2000 MB	Disc-Transit	Transit	PE/Env	536	536						536
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	Local	2010 VRF	Disc-Transit	Transit	CON	4,018	4,018						4,018
00087	Alameda	Alameda City Complete Streets	1-North	Federal	OBAG	STP	Bike/Ped	CON	505	505						505
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	Local	2014 MBB	TEP-14	Transit	Planning / Scoping	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	Local	2014 MBB	TEP-14	Transit	PE/Env	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	Local	2014 MBB	TEP-14	Transit	Final Design (PS&E)	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	Local	2014 MBB	TEP-14	Transit	CON	7,650				7,650			
00196	Alameda	Central Avenue Complete Street	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	CON	3,487		3,487					3,487
00197	Alameda	City Wide Street Resurfacing - Pavement Management	1-North	Federal	STP/CMAQ	LSR	LSR	CON	827		827					827
00198	Alameda	Clement Avenue Complete Street	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	PE/Env	124	124						124
00198	Alameda	Clement Avenue Complete Street	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	443	443						443

Alameda CTC Comprehensive Investment Plan
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan
2020 CIP Programming and Allocations

									Programming and Allocations ($ x 1,000)						
										Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00198	Alameda	Clement Avenue Complete Street	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	CON	4,451		4,451					4,451
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	Local	2014 MBB	TEP-26	LSR	PE/Env	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	434	434						434
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	Local	2014 MBB	TEP-26	LSR	ROW - Capital	1,097	1,097						1,097
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	Local	2014 MBB	TEP-26	LSR	CON	6,376				6,376			
00200	Alameda	Seaplane Lagoon Ferry Terminal	1-North	Local	2014 MBB	TEP-45	Transit	CON	8,200		8,200					8,200
00314	Alameda	Otis Drive Traffic Calming and Safety Improvement Project	1-North	Local	TFCA	Prog Mgr	Transit	CON	175		175					175
00088	Alameda County	Alameda Co-Various Streets and Roads Preservation	Multiple	Federal	OBAG	STP	LSR	CON	1,565	1,565						1,565
00127	Alameda County	Hesperian Blvd Corridor Improvement (A St - I880)	2-Central	Local	2014 MBB	TEP-26	LSR	CON	7,000	7,000						7,000
00162	Alameda County	East Castro Valley Boulevard Class II Bike Lanes	4-East	Local	TFCA	Prog Mgr	Bike/Ped	Various	62	62						62
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2-Central	Local	2000 MB	Disc-TCD	Transit	Planning / Scoping	88	88						88
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	Local	2014 MBB	TEP-26	LSR	CON	7,600		7,600					7,600
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	Local	TFCA	Prog Mgr.	Bike/Ped	CON	245		245					245
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	2-Central	Federal	STP/CMAQ	STP/CMAQ	LSR	CON	9,300			9,300				9,300
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	Federal	STP/CMAQ	LSR	LSR	PE/Env	100	100						100
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	Federal	STP/CMAQ	LSR	LSR	CON	2,071	2,071						2,071
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	Federal	STP/CMAQ	LSR	LSR	PE/Env	100	100						100
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	Federal	STP/CMAQ	LSR	LSR	CON	1,679	1,679						1,679
00319	Alameda County	Hesperian Blvd Class 2 Bike Lanes	2-Central	Local	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	State	SB-1	SLPP	Transit	Various								
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	Local	2010 VRF	Disc-Transit	Transit	Various	7,000		7,000					7,000
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	Various	418	235						235
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	109	109						109

Alameda CTC Comprehensive Investment Plan
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan
2020 CIP Programming and Allocations

									Programming and Allocations ($ x 1,000)						
										Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00053	Alameda CTC	Affordable Student Transit Pass Programs	Multiple	Local	2014 MBB	TEP-08	Transit	O&M	15,000	15,000						15,000
00054	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	Multiple	Local	2014 MBB	TEP-12	Paratransit	Planning / Scoping	1	1						1
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	Local	2014 MBB	TEP-29	HWY	PE/Env	3,000	3,000						3,000
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	Local	2014 MBB	TEP-29	HWY	Final Design (PS&E)	6,600	6,600						6,600
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	Local	2014 MBB	TEP-29	HWY	ROW-CAP	2,400	2,400						2,400
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	Local	2014 MBB	TEP-30	HWY	Planning / Scoping	100	100						100
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	Local	2014 MBB	TEP-30	HWY	PE/Env	4,000	4,000						4,000
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	Local	2014 MBB	TEP-30	HWY	Final Design (PS&E)	5,500	5,500						5,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	Local	2014 MBB	TEP-31	HWY	PE/Env	4,000	4,000						4,000
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	Local	2014 MBB	TEP-31	HWY	Final Design (PS&E)	16,500	16,500						16,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	Local	2014 MBB	TEP-31	HWY	ROW-CAP	20,000	10,000	10,000					20,000
00072	Alameda CTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	4-East	Local	2014 MBB	TEP-32	HWY	CON	10,000	10,000						10,000
00073	Alameda CTC	I-580/I-680 Interchange Improvements (Study Only)	4-East	Local	2014 MBB	TEP-33	HWY	Planning / Scoping								
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	Multiple	Local	2014 MBB	TEP-35	HWY	Final Design (PS&E)	5,000	5,000						5,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	Multiple	Local	2014 MBB	TEP-35	HWY	CON	15,000	15,000						15,000
00076	Alameda CTC	I-880 NB HOV/HOT Extension from A Street to Hegenberger	Multiple	Local	2014 MBB	TEP-36	HWY	Planning / Scoping	100	100						100
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	Local	2014 MBB	TEP-38	HWY	Planning / Scoping	925	925						925
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	Local	2014 MBB	TEP-38	HWY	PE/Env	4,750	4,750						4,750
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	Local	2014 MBB	TEP-39	HWY	Planning / Scoping	825	825						825
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	Local	2014 MBB	TEP-39	HWY	PE/Env	4,750	4,750						4,750
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	3,500	3,500						3,500
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	12,000				12,000			
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	Local	1986 MB	MB226	LSR	CON	89,000	89,000						89,000
00117	Alameda CTC	I-680 Sunol SB Express Lane	Multiple	Local	2000 MB	08A	HWY	O&M	4,500	4,500						4,500

Alameda CTC Comprehensive Investment Plan
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan
2020 CIP Programming and Allocations

									Programming and Allocations ($ x 1,000)						
										Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00117	Alameda CTC	I-680 Sunol SB Express Lane	Multiple	Local	2000 MB	08A	HWY	CON	20,000	20,000						20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	Local	2000 MB	08B	HWY	Final Design (PS&E)	4,500	4,500						4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	Local	2014 MBB	TEP-35	HWY	CON	20,000	20,000						20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	Local	2000 MB	08B	HWY	CON	100,000	100,000						100,000
00120	Alameda CTC	Alameda County Rail Strategy Study	Multiple	Local	2014 MBB	TEP-27	Freight	Planning / Scoping	250	250						250
00131	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	4-East	Local	2014 MBB	TEP-26	HWY	Planning / Scoping	17	17						17
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	9,550	9,550						9,550
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	Local	2014 MBB	TEP-40	HWY	CON	8,000	8,000						8,000
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	Local	2014 MBB	TEP-40	HWY	Planning / Scoping	1,808	1,808						1,808
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	Local	2014 MBB	TEP-40	HWY	PE/Env	3,500	3,500						3,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	Local	2014 MBB	TEP-40	HWY	Planning / Scoping	1,500	1,500						1,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	Local	2014 MBB	TEP-40	HWY	PE/Env	7,500	7,500						7,500
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	Local	2014 MBB	TEP-27	Freight	PE/Env	35,020	35,020						35,020
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	Local	2014 MBB	TEP-27	Freight	Final Design (PS&E)	18,000	18,000						18,000
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	Multiple	Local	2014 MBB	TEP-26	Multiple	Various	1,950	1,950						1,950
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	Multiple	Local	2014 MBB	TEP-41	Freight	Various	300	300						300
00158	Alameda CTC	Modal Plans Implementation: Alameda Countywide Transit Plan Implementation	Multiple	Local	2010 VRF	Disc-Transit	Transit	Various	300	300						300
00159	Alameda CTC	Matching Program for Last Mile Connection Technology Programs	Multiple	Local	2014 MBB	TEP-46	Transit	Various	200	200						200
00161	Alameda CTC	Overall Planning/Monitoring Services	Multiple	Local	2014 MBB	TEP-46	Multiple	Various	100	100						100
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Multiple	Local	TFCA	Prog Mgr	Multiple	Various	210	210						210
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	Multiple	Local	TFCA	Prog Mgr	Transit	Various	270	270						270
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	Multiple	Local	2000 MB	Disc-TCD	Bike/Ped	Planning / Scoping	200	200						200
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	Local	TFCA	Prog Mgr.	Transit	O&M	1,089	420	331	338				1,089
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	Local	2014 MBB	TEP-45	Transit	O&M	644	434	210					644

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CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00206	Alameda CTC	Comprehensive Multimodal Monitoring	Multiple	Local	2010 VRF	Disc-Transit	Transit	Planning / Scoping	1,250	1,250						1,250
00207	Alameda CTC	Corridor Studies Implementation	Multiple	Local	2010 VRF	Disc-Transit	Transit	Planning / Scoping								
00207	Alameda CTC	Corridor Studies Implementation	Multiple	Local	2014 MBB	TEP-26	LSR	Planning / Scoping								
00207	Alameda CTC	Corridor Studies Implementation	Multiple	Local	2010 VRF	Disc-Transit	Transit	PE/Env								
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	O&M	1,090	1,090						1,090
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	CON	1,500				500	500	500	
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	Local	CMA-TIP	Other	Bike/Ped	CON	200	200						200
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	Federal	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	8,372	8,372						8,372
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	Local	2014 MBB	TEP-27	Freight	O&M	6,000	3,000			3,000			3,000
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	Local	2014 MBB	TEP-35	HWY	PE/Env	7,500	7,500						7,500
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	Local	2014 MBB	TEP-46	Multi	Planning / Scoping	1,000	1,000						1,000
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	Local	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	405	405						405
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	Local	I-580 Toll Revenue	Toll Revenue	HWY	CON	10,175	10,175						10,175
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	Local	2014 MBB	TEP-26	HWY	Final Design (PS&E)	151	151						151
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	Local	2014 MBB	TEP-26	HWY	CON	389	389						389
00280	Alameda CTC	Toll Revenue Forecasting	4-East	Local	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	330	330						330
00287	Alameda CTC	Oakland Alameda Access Project	1-North	Local	2014 MBB	TEP-37	HWY	PE/Env	5,000		5,000					5,000
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	Local	2014 MBB	TEP-41	Freight	Planning / Scoping	5,500		5,500					5,500
00289	Alameda CTC	Student Transit Pass Program	Multiple	Local	2014 MBB	TEP-07	Transit	O&M	23,500			2,800	6,700	6,700	7,300	2,800
00313	Alameda CTC	Countywide Model Update	Multiple	Local	2010 VRF	Disc-Transit	Transit	Planning / Scoping	800		800					800
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	Multiple	Local	TFCA	Prog Mgr	Multiple	O&M	100	100						100
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	1-North	Local	TFCA	Prog Mgr	Bike/Ped	Various	95	95						95
00213	Albany	Buchanan Bikeway Phase III	1-North	Local	2000 MB	Disc-BP	Bike/Ped	CON	600	600						600
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	1-North	Federal	STP/CMAQ	LSR	Bike/Ped	CON	340			340				340

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CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00021	ASEB	Special Transportation Services for Individuals with Dementia	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	400	400						400
00300	ASEB	Regrowth of Transportation Services for Individuals with Dementia	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	797		150	155	159	164	169	305
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	Multiple	Federal	Lifeline	STA	Transit	O&M	250	250						250
00058	BART	Irvington BART Station	3-South	Local	2014 MBB	TEP-17	Transit	Planning / Scoping	2,760	2,760						2,760
00058	BART	Irvington BART Station	3-South	Local	2014 MBB	TEP-17	Transit	Final Design (PS&E)	16,450	16,450						16,450
00059	BART	Bay Fair Connector/BART Metro	2-Central	Local	2014 MBB	TEP-18	Transit	Planning / Scoping	100	100						100
00172	BART	BART West Oakland Bike Locker Plaza	1-North	Local	TFCA	Prog Mgr	Transit	Various	55	55						55
00215	BART	BART to Livermore	4-East	State	TCRP	TCRP	Transit	PE/Env	1,700	1,700						1,700
00215	BART	BART to Livermore	4-East	Local	2000 MB	26	Transit	PE/Env	1,400	1,400						1,400
00216	BART	Bay Fair Connection	2-Central	Local	2014 MBB	TEP-18	Transit	Planning / Scoping	500	500						500
00216	BART	Bay Fair Connection	2-Central	Local	2014 MBB	TEP-18	Transit	PE/Env	5,000	5,000						5,000
00304	BART	19th Street Oakland Interchagne Modernization	1-North	Local	2014 MBB	TEP-19	Transit	CON	10,000		10,000					10,000
00318	BART	West Oakland BART Station Bike Locker Expansion	1-North	Local	TFCA	Prog Mgr	Transit	CON	100		100					100
00089	Berkeley	Shattuck Complete Streets and De-couplet	1-North	Federal	OBAG	STP	Bike/Ped	CON	2,777	2,777						2,777
00097	Berkeley	Hearst Avenue Complete Streets	1-North	Federal	OBAG	STP	Bike/Ped	CON	2,256	2,256						2,256
00165	Berkeley	Berkeley Citywide Bicycle Parking Program	1-North	Local	TFCA	Prog Mgr	Bike/Ped	Various	137	137						137
00177	Berkeley	Hearst Ave Complete Streets	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON	88	88						88
00184	Berkeley	Berkeley Citywide Bike Parking Program	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	Local	2010 VRF	Disc-BP	Bike/Ped	PE/Env	29	29						29
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	Local	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	49	49						49
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	Local	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	59	59						59
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	Local	2010 VRF	Disc-BP	Bike/Ped	CON	613	613						613
00220	Berkeley	Milvia Bikeway Project	1-North	Local	2000 MB	Disc-BP	Bike/Ped	PE/Env	350	350						350
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	Local	2014 MBB	TEP-27	Freight	PE/Env	500	500						500

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										Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	Local	2014 MBB	TEP-27	Freight	Final Design (PS&E)	1,020		1,020					1,020
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	PE/Env	387	387						387
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	613	613						613
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	CON	7,335	6,121		1,214				7,335
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	568	568						568
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	318	318						318
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	1,004		180	209	192	198	225	389
00023	CIL	Mobility Matters Project	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	679	679						679
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	500	500						500
00293	CIL	Community Connections Program (CoCo)	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	940		188	188	188	188	188	376
00291	CRIL	Travel Training: Oh The Places You Will Go!	Multple	Local	2000 MB	Disc-PT	Paratransit	O&M	486		162	162	162			324
00173	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	2-Central	Local	TFCA	Prog Mgr	Transit	Various	123	123						123
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	2-Central	Local	TFCA	Prog Mgr	Transit	O&M	128	128						128
00320	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations	2-Central	Local	TFCA	Prog Mgr	Transit	O&M	215	215						215
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	3-South	Local	2014 MBB	TEP-12	Paratransit	O&M	220	220						220
00295	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	970		194	194	194	194	194	388
00052	Dublin	Iron Horse Transit Route - Dougherty Road	4-East	Local	2000 MB	09	Multiple	CON	6,267	6,267						6,267
00090	Dublin	Dublin Boulevard Preservation	4-East	Federal	OBAG	STP	LSR	CON	470	470						470
00123	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	4-East	Local	2014 MBB	TEP-26	LSR	CON	11,200	11,200						11,200
00124	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	4-East	Local	2014 MBB	TEP-26	LSR	CON	3,000	3,000						3,000
00166	Dublin	San Ramon Road Arterial Mgmt	4-East	Local	TFCA	Prog Mgr	LSR	Various	146	146						146
00224	Dublin	City of Dublin Street Rehab	4-East	Federal	STP/CMAQ	LSR	LSR	CON	661			661				661
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	Local	2014 MBB	TEP-26	LSR	PE/Env	2,374	2,374						2,374
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	5,374	5,374						5,374

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CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	166	166						166
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,128	1,128						1,128
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	Local	2014 MBB	TEP-42	Bike/Ped	CON	4,751		4,751					4,751
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	Local	TFCA	Prog Mgr	Bike/Ped	CON	856		856					856
00315	Dublin	Tassajara Road Arterial Management Project	4-East	Local	TFCA	Prog Mgr	Transit	CON	146		146					146
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	1-North	Local	2014 MBB	TEP-42	Bike/Ped	CON	642	642						642
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	1-North	Local	2014 MBB	TEP-42	Bike/Ped	CON	2,833	2,833						2,833
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	3-South	Local	2000 MB	Disc-PT	Paratransit	O&M	296	296						296
00292	Eden I&R	Mobility Management Through 211 Alameda County	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	747		136	136	153	157	165	272
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	952		217	163	225	171	176	380
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	174	174						174
00141	Emeryville	South Bayfront Bridge	1-North	Local	2000 MB	Disc-BP	Bike/Ped	CON	1,895	1,895						1,895
00141	Emeryville	South Bayfront Bridge	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON	105	105						105
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00230	Emeryville	Emery Go Round General Benefit Operations	1-North	Local	2014 MBB	TEP-45	Transit	O&M	2,500	1,000	500	500	500			2,000
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	1-North	Federal	STP/CMAQ	LSR	LSR	CON	225			225				225
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	1-North	Local	2000 MB	Disc-TCD	Transit	CON	930	930						930
00271	Emeryville	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	70	70						70
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets (TCEP Match)	1-North	Local	2014 MBB	TEP-41	Freight	CON	1,800	1,800						1,800
00301	Emeryville	Emeryville Senior Center Group Trips Bus Purchase	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	132		132					132
00025	Fremont	Tri-City Mobility Management and Travel Training Program	3-South	Local	2000 MB	Disc-PT	Paratransit	O&M	450	450						450
00026	Fremont	Tri-City Volunteer Driver Programs	3-South	Local	2000 MB	Disc-PT	Paratransit	O&M	550	550						550
00027	Fremont	Tri-City Taxi Voucher Program	3-South	Local	2000 MB	Disc-PT	Paratransit	O&M	450	450						450
00091	Fremont	Fremont City Center Multi-Modal Improvements	3-South	Federal	OBAG	STP	Multiple	CON	1,288	1,288						1,288

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CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	Local	2014 MBB	TEP-45	Transit	CON	25,000	25,000						25,000
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	Local	2014 MBB	TEP-21	Transit	CON	5,000	5,000						5,000
00143	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	3-South	Local	2014 MBB	TEP-26	Multiple	Planning / Scoping	41	41						41
00152	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	3-South	Local	2014 MBB	TEP-42	Multiple	Planning / Scoping	42	42						42
00153	Fremont	Scoping: Fremont BART Station West Side Enhancement	3-South	Local	2014 MBB	TEP-45	Transit	Planning / Scoping	42	42						42
00154	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	3-South	Local	2014 MBB	TEP-45	Bike/Ped	Planning / Scoping	42	42						42
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	3-South	Local	TFCA	Prog Mgr	LSR	CON	425	425						425
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	3-South	Local	TFCA	Prog Mgr	LSR	CON	646	646						646
00233	Fremont	City of Fremont Pavement Rehabilitation Project	3-South	Federal	STP/CMAQ	LSR	LSR	CON	2,760		2,760					2,760
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	Federal	STP/CMAQ	STP/CMAQ	LSR	PE/Env	386	386						386
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	799	799						799
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	Federal	STP/CMAQ	STP/CMAQ	LSR	CON	6,510		6,510					6,510
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	1,901	1,901						1,901
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,553	3,553						3,553
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	Local	2014 MBB	TEP-26	LSR	PE/Env	443	443						443
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,328	1,328						1,328
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	Local	2014 MBB	TEP-26	LSR	CON	7,525		7,525					7,525
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	3-South	Local	2014 MBB	TEP-45	Bike/Ped	CON	5,000	5,000						5,000
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	3-South	Local	2000 MB	Disc-PT	Paratransit	O&M	298	298						298
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	4-South	Local	2000 MB	Disc-PT	Paratransit	O&M	731		134	145	149	151	152	279
00305	Fremont	I-680 Interchange Modernization at Mission Blvd / SR 238	3-South	Local	2014 MBB	TEP-21	HWY	Planning / Scoping	1,000		1,000					1,000
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	Local	2014 MBB	TEP-21	HWY	Planning / Scoping	1,000		1,000					1,000
00308	Fremont	Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone	3-South	Local	2014 MBB	TEP-21	Freight	CON	977		977					977
00309	Fremont	I-880 Bridge at Pacific Commons Trail	3-South	Local	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,100		2,100					2,100

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CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00311	Fremont	Sabercat Trail Connection to Irvington BART Station Area	3-South	Local	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,000		2,000					2,000
00322	Fremont	Former State Route 84 Pavement Rehabilitation	3-South	Local	2014 MBB	TEP-21	LSR	CON	2,000		2,000					2,000
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	Local	2014 MBB	TEP-21	Bike/Ped	PE/Env	1,000		1,000					1,000
00307	Fremont/ Union City	Decoto Boulevard Complete Streets w/Transit Priority Project	3-South	Local	1986 MB	MB226	LSR	Final Design (PS&E)	3,500		3,500					3,500
00312	Fremont/ Union City	Dumbarton to Quarry Lakes Trail	3-South	Local	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,000		2,000					2,000
00092	Hayward	Hayward - Industrial Boulevard Preservation	2-Central	Federal	OBAG	STP	LSR	CON	1,265	1,265						1,265
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	Local	2014 MBB	TEP-26	LSR	CON	21,500	21,500						21,500
00241	Hayward	Main Street Complete Street Project	2-Central	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	175	175						175
00241	Hayward	Main Street Complete Street Project	2-Central	Federal	STP/CMAQ	STP/CMAQ	LSR	CON	1,500	1,500						1,500
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2-Central	Local	2014 MBB	TEP-26	HWY	Planning / Scoping	440	440						440
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	Federal	STP/CMAQ	LSR	LSR	Final Design (PS&E)	88	88						88
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	Federal	STP/CMAQ	LSR	LSR	CON	1,662	1,662						1,662
00283	LARPD/TVC	Valley Trails Connection Project	4-East	Local	CMA-TIP	Other	Bike/Ped	Various	110	110						110
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Federal	Lifeline	STA	Transit	O&M	388	388						388
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Federal	Lifeline	JARC	Transit	O&M	129	129						129
00160	LAVTA	Pilot Transit Program for Last Mile Connections	4-East	Local	2000 MB	Disc-Transit	Transit	Various	100	100						100
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	4-East	Local	TFCA	Prog Mgr	Transit	Various	275	275						275
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	4-East	Local	TFCA	Prog Mgr	Transit	O&M	318	318						318
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	Local	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	152	152						152
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	Local	2000 MB	Disc-Transit	Transit	CON	1,262	1,262						1,262
00245	LAVTA	Wheels Forward/2020 Plan	4-East	Local	2000 MB	Disc-Transit	Transit	Planning / Scoping	220		220					220
00298	LAVTA	Para-Taxi Debit Card	4-East	Local	2000 MB	Disc-PT	Paratransit	O&M	87		23	16	16	16	16	39
00299	LAVTA	Para-Taxi Operations	4-East	Local	2000 MB	Disc-PT	Paratransit	O&M	140		24	25	28	30	33	49
00321	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	4-East	Local	TFCA	Prog Mgr	Transit	Various	477	477						477

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CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	Local	2014 MBB	TEP-12	Paratransit	O&M	40	40						40
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	275	275						275
00296	LIFE ElderCare	Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	1,023		150	189	200	234	250	339
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	4-East	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	20	20						20
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	4-East	Local	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	30	30						30
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	4-East	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	160	160						160
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	4-East	Local	TFCA	Prog Mgr.	Bike/Ped	CON	193	193						193
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	4-East	Local	2014 MBB	TEP-42	Bike/Ped	CON	1,407	1,407						1,407
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	4-East	Federal	STP/CMAQ	LSR	LSR	CON	1,382		1,382					1,382
00247	Livermore	Vasco Road/I-580 Interchange Improvements	4-East	Local	2014 MBB	TEP-34	HWY	PE/Env	1,380	1,380						1,380
00102	MTC	Regional Planning Activities and PPM - Alameda	Multiple	Federal	OBAG	STP	Multiple	PE/Env	1,034	1,034						1,034
00099	Newark	Enterprise Drive Complete Streets and Road Diet	3-South	Federal	OBAG	STP	Bike/Ped	CON	454	454						454
00116	Newark	Central Avenue Overpass	3-South	Local	2000 MB	025	LSR	Final Design (PS&E)	2,765	2,765						2,765
00116	Newark	Central Avenue Overpass	3-South	Local	2000 MB	025	LSR	CON	11,134	11,134						11,134
00116	Newark	Central Avenue Overpass	3-South	Local	2000 MB	025	LSR	ROW-CAP	2,155	2,155						2,155
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	3-South	Federal	STP/CMAQ	LSR	LSR	CON	592	592						592
00028	Oakland	Taxi-Up & Go Project	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	362	362						362
00064	Oakland	Oakland Broadway Corridor Transit	1-North	Local	2014 MBB	TEP-24	Transit	Planning / Scoping	50	50						50
00093	Oakland	Lake Merritt BART Bikeways	1-North	Federal	OBAG	STP	Bike/Ped	CON	571	571						571
00094	Oakland	Oakland Complete Streets	1-North	Federal	OBAG	STP	LSR	CON	3,384	3,384						3,384
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	Federal	OBAG	STP	Bike/Ped	CON	4,446	4,446						4,446
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	Federal	OBAG	CMAQ	Bike/Ped	CON	2,554	2,554						2,554
00100	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	1-North	Federal	OBAG	CMAQ	Bike/Ped	CON	5,452	5,452						5,452
00103	Oakland	7th Street West Oakland Transit Village, Phase II	1-North	Federal	OBAG	CMAQ	Bike/Ped	CON	3,288	3,288						3,288

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CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00121	Oakland	Oakland Army Base Roadway Infrastructure Improvements	1-North	Local	2014 MBB	TEP-26	Freight	CON	41,000	41,000						41,000
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	1-North	Local	2014 MBB	TEP-26	Freight	CON	5,000	5,000						5,000
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,300	1,300						1,300
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	Local	2014 MBB	TEP-26	LSR	CON	5,300	5,300						5,300
00137	Oakland	I-880/42nd-High Street Access Improvements	1-North	Local	2014 MBB	TEP-40	HWY	CON	10,000	10,000						10,000
00167	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	1-North	Local	TFCA	Prog Mgr	Transit	Various	210	210						210
00168	Oakland	CityRacks, Phase 12	1-North	Local	TFCA	Prog Mgr	Bike/Ped	Various	124	124						124
00180	Oakland	Broadway Shuttle Operations	1-North	Local	2014 MBB	TEP-45	Transit	O&M	1,650	660	330	330	330			1,320
00180	Oakland	Broadway Shuttle Operations	1-North	Local	TFCA	Prog Mgr	Transit	O&M	603	338	265					603
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	1-North	Local	TFCA	Prog Mgr	Transit	O&M	367	367						367
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00249	Oakland	27th Street Complete Streets	1-North	Local	2014 MBB	TEP-45	LSR	PE/Env	776	776						776
00249	Oakland	27th Street Complete Streets	1-North	Local	2014 MBB	TEP-45	LSR	Final Design (PS&E)	1,174	1,174						1,174
00251	Oakland	E 12th Street Bikeway	1-North	Local	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	250	250						250
00251	Oakland	E 12th Street Bikeway	1-North	Local	2000 MB	Disc-BP	Bike/Ped	CON	1,250	1,250						1,250
00251	Oakland	E 12th Street Bikeway	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON	140	140						140
00252	Oakland	East Oakland Community Streets Plan	1-North	Local	2014 MBB	TEP-45	LSR	Planning / Scoping	100	100						100
00253	Oakland	Fruitvale Ave Gap Closure	1-North	Local	2014 MBB	TEP-44	Bike/Ped	CON	1,634			1,634				1,634
00254	Oakland	Lakeside Family Streets	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	PE/Env	80	80						80
00254	Oakland	Lakeside Family Streets	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	320	320						320
00254	Oakland	Lakeside Family Streets	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	CON	4,392		4,392					4,392
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	1-North	Local	2010 VRF	Disc-BP	Bike/Ped	CON	2,500	2,500						2,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	Local	2014 MBB	TEP-46	LSR	Final Design (PS&E)	1,500	1,500						1,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	Local	2014 MBB	TEP-46	LSR	CON	9,500			9,500				9,500

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CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00257	Oakland	Coliseum Transit Hub	1-North	Local	2010 VRF	Disc-Transit	Transit	Planning / Scoping	968	968						968
00257	Oakland	Coliseum Transit Hub	1-North	Local	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	3,878	3,878						3,878
00258	Oakland	Oakland LSR Paving Program	1-North	Federal	STP/CMAQ	LSR	LSR	PE/Env	734	734						734
00258	Oakland	Oakland LSR Paving Program	1-North	Federal	STP/CMAQ	LSR	LSR	CON	4,161	4,161						4,161
00259	Oakland	Oakland LSR Paving Program	1-North	Local	2014 MBB	TEP-45	Transit	O&M	215	215						215
00101	Piedmont	Piedmont Complete Streets (CS)	1-North	Federal	OBAG	STP	Bike/Ped	CON	129	129						129
00260	Piedmont	Oakland Avenue Improvements	1-North	Federal	STP/CMAQ	LSR	LSR	CON	168	168						168
00285	Piedmont	Piedmont LSR Exchange Projects	1-North	Local	CMA-TIP	Other	LSR	CON	(208)	(208)						(208)
00286	Piedmont	Oakland Avenue Pedestrian Bridge Railing Project	1-North	Local	CMA-TIP	Other	LSR	CON	208	208						208
00029	Pleasanton	Downtown Route Shuttle (DTR)	4-East	Local	2000 MB	Disc-PT	Paratransit	O&M	173	173						173
00104	Pleasanton	Pleasanton Complete Streets	4-East	Federal	OBAG	STP	Bike/Ped	CON	832	832						832
00169	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	4-East	Local	TFCA	Prog Mgr	Transit	Various	53	53						53
00181	Pleasanton	Bernal Ave Park and Ride Lot	4-East	Local	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)								
00181	Pleasanton	Bernal Ave Park and Ride Lot	4-East	Local	TFCA	Prog Mgr	Transit	CON								
00181	Pleasanton	Bernal Ave Park and Ride Lot	4-East	Local	2010 VRF	Disc-Transit	Transit	CON								
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	Local	TFCA	Prog Mgr	Bike/Ped	O&M	130	130						130
00262	Pleasanton	Pavement Rehabilitiation Hacienda Business Park	4-East	Federal	STP/CMAQ	LSR	LSR	CON	1,095		1,095					1,095
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	4-East	Local	2014 MBB	TEP-26	HWY	CON	5,200			5,200				5,200
00316	Pleasanton	Citywide Trip Reduction Program	4-East	Local	TFCA	Prog Mgr	Transit	O&M	80		80					80
00144	Port of Oakland	Scoping: Airport Drive Overlay	1-North	Local	2014 MBB	TEP-26	Multiple	Planning / Scoping	42	42						42
00145	Port of Oakland	Scoping: Port Terminal Seismic Monitoring Program	1-North	Local	2014 MBB	TEP-26	Freight	Planning / Scoping	7	7						7
00146	Port of Oakland	Scoping: Port Area ITS Deployment	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00147	Port of Oakland	Scoping: Middle Harbor Road Improvements	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00148	Port of Oakland	Scoping: Port Terminal Lighting Upgrade	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6

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00149	Port of Oakland	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50						50
00150	Port of Oakland	Scoping: Airport Perimeter Dike	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	30	30						30
00151	Port of Oakland	Scoping: 7th Street Grade Separation East	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00268	Port of Oakland	Adeline Street Bridge Reconstruction	1-North	Local	2014 MBB	TEP-41	Freight	Planning / Scoping								
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	Local	2014 MBB	TEP-26	LSR	CON	30,000	16,000	7,000	7,000				30,000
00096	San Leandro	San Leandro Boulevard Preservation	1-North	Federal	OBAG	STP	LSR	CON	804	804						804
00170	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	2-Central	Local	TFCA	Prog Mgr	Transit	Various	50	50						50
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	2-Central	Local	TFCA	Prog Mgr	Transit	O&M	130	130						130
00190	San Leandro	LINKS Shuttle Operations	2-Central	Local	2014 MBB	TEP-45	Transit	O&M	1,020	420	200	200	200			820
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	Local	2014 MBB	TEP-26	LSR	CON	1,821				1,821			
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	Federal	STP/CMAQ	LSR	LSR	PE/Env	73	73						73
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	Federal	STP/CMAQ	LSR	LSR	CON	975		975					975
00030	SHS	Rides for Seniors	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	278	278						278
00051	SJRRC	ACE Capital	Multiple	Local	2000 MB	01	Transit	Various	13,184	13,184						13,184
00031	SSPTV	Volunteer Assisted Senior Transportation Program	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	331	331						331
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	212	212						212
00297	SSPTV	Volunteers Assisting Seniors with Transportation (VAST)	4-East	Local	2000 MB	Disc-PT	Paratransit	O&M	560		106	109	112	115	118	215
00010	Union City	Operations Support for Route 2	3-South	Federal	Lifeline	STA	Transit	O&M	220	220						220
00062	Union City	Union City Intermodal Station	3-South	Local	2014 MBB	TEP-22	Transit	Planning / Scoping	51	51						51
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	Local	2014 MBB	TEP-44	Bike/Ped	PE/Env	5	5						5
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	Local	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	780	780						780
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	Local	2014 MBB	TEP-44	Bike/Ped	CON	5,779	5,779						5,779
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	Local	CMA-TIP	Other	Bike/Ped	CON	1,100	1,100						1,100
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	Local	TFCA	Prog Mgr.	Bike/Ped	CON	136	136						136

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CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00266	Union City	Dyer Road Pavement Rehabilitation	3-South	Federal	STP/CMAQ	LSR	LSR	CON	872	872						872
00267	Union City	Bicycle and Pedestrian Master Plan Update	3-South	Local	2000 MB	Disc-BP	Bike/Ped	Planning / Scoping	150	150						150
00317	Union City	Union City IDEA Grant Traffic Signal Control Improvement	4-East	Local	TFCA	Prog Mgr	Transit	CON	221		221					221
00294	USAOC	Senior Public Transportation Training and Education Program	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	419		34	62	103	108	112	96
00281	Various	State Transportation Improvement Program	Multiple	State	STIP	RIP	HWY	Various	48,813	48,813						48,813
00282	Various	Lifeline Cycle 5 Program	Multiple	State	Lifeline	Various	Transit	Various	4,789	4,789						4,789
									1,132,840	**910,619**	**121,561**	**40,995**	**40,958**	**8,926**	**9,598**	**1,073,175**

Total 2-year Allocations	**$ 162,556**
Total 5-year Programming	**$ 222,038**



Alameda County Transportation Commission
1111 Broadway Suite 800
Oakland, CA 94607
www.alamedactc.org

ALAMEDA County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

Planning, Policy and Legislation Committee Meeting Agenda
Monday, May 11, 2020, 11:30 a.m.

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

The technology for this meeting may not be able to accommodate verbal comments from the public over the telephone or webcast connection and therefore we request that you submit public comments electronically. Your comments will be read aloud to the Commission and those listening telephonically or electronically. Submit comments to: vlee@alamedactc.org in advance or during the meeting.

Committee Chair:	Elsa Ortiz, AC Transit	Executive Director:	Tess Lengyel
Vice Chair:	Barbara Halliday, City of Hayward	Staff Liaison:	Carolyn Clevenger
Members:	Jesse Arreguin, Keith Carson, Marilyn Ezzy Ashcraft, Scott Haggerty, Rebecca Kaplan, Nick Pilch, Richard Valle	Clerk of the Commission:	Vanessa Lee
Ex-Officio:	Pauline Russo Cutter, John Bauters		

Location Information:

Virtual Meeting Information:	**https://zoom.us/j/96447793311** **Webinar ID: 950 8606 6465**
For Public Access Dial-in Information:	**(669) 900-6833** **Webinar ID: 950 8606 6465**

To request accommodation or assistance to participate in this meeting, please contact Vanessa Lee, the Clerk of the Commission, at least 48 hours prior to the meeting date at: vlee@alamedactc.org

1. Call to Order

2. Roll Call

3. Public Comment

		Page	Action
4.	**Consent Calendar**		
4.1.	Approve April 13, 2020 PPLC Meeting Minutes	1	A
4.2.	Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments	3	I
5.	**Regular Matters**		
5.1.	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment	5	A
5.2.	2020 Countywide Transportation Plan: Community-Based Transportation Plan Update	33	I
5.3.	Federal, state, regional, and local legislative activities update	47	A/I
6.	**Committee Member Reports**		
7.	**Staff Reports**		
8.	**Adjournment**		

Next Meeting: Monday, June 8, 2020

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the website calendar.
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. Directions and parking information are available online.

ALAMEDA County Transportation Commission

Memorandum

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

DATE:	May 4, 2020
TO:	Planning, Policy and Legislation Committee
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Recommendation

It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request (Attachment A) for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and 4) make associated technical amendments. Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. This is an action item and requires 2/3 approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Summary

The 2014 Measure BB TEP included $400 million for BART to Livermore. Since that time, a significant number of developments have occurred on the project and in the project area, as detailed in the Project Background section of this memo. The TVSJVRRA was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

In 2017, BART released the Draft Environmental Impact Report for BART to Livermore. In May 2018 the BART Board voted to certify the Final EIR. The Board also passed a motion directing the General Manager to not advance an alternative, effectively passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The TVSJRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the $400 million from the BART to Livermore TEP project to Valley Link. The TEP amendment process, as detailed later in this memo, requires a 45-day comment period by jurisdictions in Alameda County. This recommended action would authorize the initiation of the 45-day comment period. Staff will then return to PPLC and the Commission after the completion of the comment period for final action on the proposed TEP amendment. Once a final amendment is recommended to the Commission after the comment period, a 2/3 vote by the Commission is needed per the TEP Implementing Guidelines.

The proposed amendment includes the following elements, which are documented in Attachments B and C:

1) Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds (Attachment B, Plan Amendment Resolution).
2) Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.
3) Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.
4) Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above (as shown in Attachment C, TEP Redline Markups).

Project Background

A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years, there have been efforts by many residents, local elected officials, and other stakeholders to extend the BART alignment to Livermore, including planning, funding and project development efforts.

Regional and State Rail Planning

In 2007, the San Francisco Bay Area Regional Rail Plan developed by the Metropolitan Transportation Commission (MTC) identified the BART to Livermore extension as an important inter-regional rail connection. The Regional Rail Plan envisioned that BART should connect to the ACE train service in Livermore in order to provide a reliable and fast transit option for the growing congestion over the Altamont Pass and along the I-580 corridor. The importance of rail service between the Tri-Valley and San Joaquin Valley was reiterated in the 2018 California State Rail Plan, which calls for a Tri-Valley rail hub and increased rail frequencies and connectivity over the Altamont Corridor.

BART to Livermore Project

By the 1980s, the extension of BART further east in the Tri-Valley was already under serious consideration. In the mid-1980s, BART purchased a potential site for a future station near the Isabel Avenue and Interstate 580 interchange and a site in the vicinity of Greenville Road and Interstate 580 for purposes of preserving land for a potential station and yard/maintenance facility. In 1997, the Dublin/Pleasanton line was opened, with a West Dublin station added in 2011.

Numerous local and regional transportation measures have included support for BART to Livermore, starting with the 1986 Alameda County Measure B, which included $170 million for a "Rail extension to Dublin Canyon". The 2000 TEP included funding of $8.7 million for "I-580 Corridor/BART to Livermore Studies". Measure BB included $400 million in the 2014 TEP for "BART to Livermore". The project also received Regional Measure 1 bridge toll funding to advance planning and environmental work. In June 2018, Bay Area voters approved Regional Measure 3, which includes $100 million for "Tri-Valley Transit Access Improvements."

In 2010, after two years of analysis, BART completed a Program Environmental Impact Report (EIR) that evaluated the feasibility of five potential station sites and 10 different alignments for the BART to Livermore extension. In 2012, the BART Board of Directors directed its staff to advance the conceptual engineering and environmental review of a one-station extension to Isabel Avenue (Proposed Project), as well as to coordinate with the City of Livermore on the land use planning around the future station site.

In 2014, Alameda County voters approved Measure BB to fund the 2014 TEP, which includes $400 million in dedicated funding for the BART to Livermore extension. Measure BB commits funds to support construction of the extension of BART in the I-580 corridor using the most effective and efficient technology.

On July 31, 2017, BART released the Draft Project EIR evaluating the Proposed Project and alternatives. In May 2018, BART released the Final Project EIR. The BART Board certified the Final Project EIR on May 24, 2018 and directed staff to not advance a specific project.

As major transportation project planning and analysis was underway, cities also advanced land use planning around future rail service. The City of Livermore prepared the Isabel Neighborhood Plan and program-level EIR for development around a new station. The Livermore City Council adopted the Isabel Neighborhood Plan and certified the EIR for the Plan in May 2018.

ACEforward Program

The San Joaquin Regional Rail Commission (SJRRC) ACEforward program outlined a vision for a phased rail infrastructure and service improvement plan to increase frequency, increase service reliability, and enhance passenger facilities along the existing ACE service corridor from San Jose to Stockton, and to extend ACE service to Modesto and Merced. The (SJRRC) released a Draft EIR in May of 2017 that was later rescinded; however, the technical

documents developed by the SJRRC for the ACEforward Draft EIR were made available to the TVSJVRRA for advancement of the Valley Link Project Feasibility Report and Draft EIR.

Creation of TVSJVRRA

In 2017 Assemblymembers Catharine Baker and Susan Eggman authored AB 758, which created the TVSJVRRA. The TVSJVRRA is led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal established for the TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system that reflects regional consensus and meet the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with a feasibility report.

AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance the project per AB 758. The TVSJVRRA adopted several goals and policies to guide the development of the project.

A key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

TVSJVRRA Adopted Project Goals:

The following goals were adopted by the TVSJVRRA to address identified regional and economic and transportation challenges:

- Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs.
- Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction, and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link Project Development Policies

The TVSJVRRA adopted several policies to guide the development framework of the project, including the following sustainability and transit-oriented development policies:

- Sustainability Policy: Identifies implementing strategies to achieve a zero emissions system. The adopted Sustainability Policy includes a commitment to encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households. It further directs maximizing benefits to these communities and households in the project planning and design of Valley Link. Four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities.
- Transit Oriented Development (TOD) Policy: Support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:
    - Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
    - Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently submitted by the City of Livermore to MTC/ABAG as a new PDA.

Valley Link Project Description

Valley Link is a proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail services between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

Attachment D includes a summary fact sheet and diagram of the proposed project.

The project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021 respectively.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (per a 2014 TEP amendment), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

Other Agency Actions

Given the project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, the San Joaquin Council of Governments (SJCOG), SJRRC, BART, Alameda CTC and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project:

- MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Resolution Number 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.
- SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.
- BART: BART has committed staff to directly lead the early development of the project due to its expertise in developing and delivering similar projects, such as the e-BART extension to Antioch.
- Alameda CTC, the SJRRC and Caltrans have provided technical reviews of preliminary design plans and documents. In addition, the TVSJRRA is in discussion with the City of Tracy regarding donation of a key 200-acre parcel under City of Tracy ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $20 million and is currently being appraised.

Project Considerations

The project construction will have significant impacts on the I-580 Express Lanes, with major impacts anticipated during construction. The TVSJVRRA staff have been working with Alameda CTC, as well as Caltrans, to identify design and construction considerations. Alameda CTC staff have held several workshops with the project design team to evaluate the preliminary design plans and will continue to be engaged through the ESC and technical groups to provide policy and technical feedback during design development to ensure minimal impacts to the I-580 Express Lanes. Alameda CTC will continue to work closely with the TVSJVRRA as the project design advances, and will also conduct financial analysis to understand potential impacts to toll revenues during construction to ensure revenue losses are addressed.

Proposed Amendments

The amendment that has been requested to be made to the 2014 TEP includes two elements as follows:

- Amend to include the new entity of the TVSJVRRA
- Amend to include the Valley Link Project for $400 million

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP):

BART Extension and System improvements ($710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as provide local funding for a proposed BART extension in the eastern part of the county.

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP. The proposed changes include moving the project from page 18 from the BART section of the TEP to page 20 under the section "Major Transit Corridor and Commuter Rail Improvements", remove references to BART as

the agency leading the rail extension, change references from the BART to Livermore project to Valley Link on pages 2, 3, 14, 18, 19 (map) and add Valley Link to the map on page 21 (see Attachment C).

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements as shown on Attachment C.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Implementing Guidelines Related to this TEP Amendment

Once the 2014 TEP amendments are complete, all the implementing guidelines will be applicable to the project and project sponsor similar to all other TEP projects. Specifically, for this TEP amendment, the following guidelines describe requirements for the amendment as well as the new project sponsor.

4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

8. Strict Project Deadlines: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

Note: any new amendments that add a project must comply with this provision and the start date of the seven years will be from the date of the adopted amendment.

11. Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In

addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.

14. No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.

18. New Agencies: New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Next Steps

Upon Commission approval to initiate the TEP amendment process, a 45-day comment period for jurisdictions in Alameda County will commence. Staff will return to the Commission to report on the comments received and to recommend final action by the Commission later this year.

Fiscal Impact: There is no fiscal impact for this item associated with the requested action.

Attachments:

A. Letter from TVSJVRRA Requesting TEP Amendment
B. Draft Resolution for 2014 TEP Amendment
C. Proposed 2014 Measure BB Expenditure Plan Redline Markups and Technical Amendments
D. Valley Link Project Fact Sheet

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Boardmember Bernice Tingle
President, Mountain House

Boardmember Bob Woerner
LAVTA Boardmember

Boardmember Leo Zuber
Vice Chair, ACE

Michael Tree
Executive Director

May 4, 2020

Mayor Pauline Cutter, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, Ca 94607

Dear Chair Cutter,

This letter is intended to supersede the information in the letter written to Chair Valle on September 11, 2019 (attached) as it relates to the language to be amended in the 2014 Transportation Expenditure Plan currently found on page 18. Please use the following language for the amendment:

Valley Link Rail in Alameda County ($400 M)
This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Thank you,

Alameda County Supervisor Scott Haggerty, Chair

cc: Ms. Tess Lengyel, Executive Director, Alameda CTC

Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

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Michael Tree
Executive Director

September 11, 2019

Supervisor Richard Valle, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Valle,

In May of 2018 the BART Board decided not to extend conventional BART to Livermore in favor of deferring the development of a rail extension project to the newly established Tri-Valley – San Joaquin Valley Regional Rail Authority ("Authority").

In the statute that created the Authority, AB 758 (Eggman/Baker), the Legislature addressed the transfer of local funds to the Authority for the Valley Link project in Section 132658:

> "the unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority's purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 1800000)."

Over the past 18 months, the Authority has been actively engaged in the planning of Valley Link, a passenger rail project that connects with the Dublin/Pleasanton BART station and travels eastward to Livermore and beyond to communities in the Northern San Joaquin Valley. A key element of the Valley Link Funding Plan for the Dublin/Pleasanton connection with BART and rail construction to Livermore is the $400 million in Measure BB that is currently listed in the Alameda County 2014 Transportation Expenditure Plan ("Plan") for the BART to Livermore project. Per the requirements of the Plan, The Tri-Valley – San Joaquin Valley Regional Rail Authority requests the following amendments:

1. The Tri-Valley – San Joaquin Valley Regional Rail Authority, established by AB 758,be included as an eligible recipient of funds.
2. That the following, specific language be amended:

   Move and amend the following language from Page 18 of the Plan to Page 20:

Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

BOARD OF DIRECTORS

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LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

~~BART to Livermore~~ Valley Link to Livermore ($400 M)
The project funds Valley Link ~~the first phase of a BART to extension~~ within the I-580 Corridor freeway alignment from the Dublin/Pleasanton BART station to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of or any element of this ~~first phase~~ project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

In accordance with the Alameda County 2014 Transportation Expenditure Plan Implementing Guidelines, the Tri-Valley – San Joaquin Valley Regional Rail Authority understands and can fully comply with the requirements of recipients of Measure BB funds, including, but not limited to, annual audits and compliance reporting, the establishment of separate accounting funds for Measure BB funds, independent Watchdog reviews, performance measures, environmental clearance timelines, timely use of funds, contracting requirements, public reviews and approvals.

Thank you for your consideration,

Alameda County Supervisor Scott Haggerty, Chair

cc: Mr. Art Dao, Executive Director, Alameda CTC

Valley Link
Connecting People, Housing, and Jobs
1362 Rutan Court, Suite 100 | Livermore, CA 94551 | (925) 455-7564 | valleylinkrail.com

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ALAMEDA County Transportation Commission

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ALAMEDA COUNTY TRANSPORTATION COMMISSION
Resolution No. 20-007

Resolution of the Alameda County Transportation Commission Amending the 2014 Transportation Expenditure Plan to Delete the BART to Livermore Project and add the Valley Link Project

WHEREAS, by action of the governing body ("Commission") of Alameda County Transportation Commission ("Alameda CTC") at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan ("2014 TEP"), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated $400 million to a project identified as "BART to Livermore," constituting the first phase of a San Francisco Bay Area Rapid Transit District ("BART") extension within the I-580 Corridor to serve residents and **businesses in that Corridor.**

WHEREAS, on May 24, 2018, the BART Board certified the Final Environmental Impact Report for the BART to Livermore project, but declined to approve the project as proposed nor any alternative for the project.

WHEREAS, Assembly Bill (AB) 758, as adopted by the State legislature and signed by the Governor, created the Tri Valley San Joaquin Valley Regional Rail Authority ("TVSJVRRA"), an entity led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal of TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley, to address regional economic and transportation challenges.

WHEREAS, AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance a rail extension in the Corridor, now identified as "Valley Link."

WHEREAS, a key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

WHEREAS, the Valley Link project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (subject to approval of this amendment to the 2014 TEP by the Commission), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

WHEREAS, given that the Valley Link project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (SJRRC), BART, Alameda CTC, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project, as outlined below:

MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.

WHEREAS, the 2014 TEP and Public Utilities Code Section 180207 together provide that the 2014 Plan may be modified if an amendment is approved by a two-thirds vote of the Commission.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended to delete the BART to Livermore Project and all references to that Project;

BE IT FURTHER RESOLVED that the Tri Valley San Joaquin Valley Regional Rail Authority be recognized as an eligible agency for recipient of funds in the 2014 TEP;

BE IT FURTHER RESOLVED that the Valley Link Rail Project in Alameda County with an allocation of $400 Million is placed in the 2014 TEP, described as follows:

This project funds the first phase of a Valley Link rail project from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BE IT FURTHER RESOLVED that the 2014 TEP be amended to include the following specific description of the Valley Link Project:

A proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail. The project is generally shown on the diagram below:



DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 28, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

_____ _____

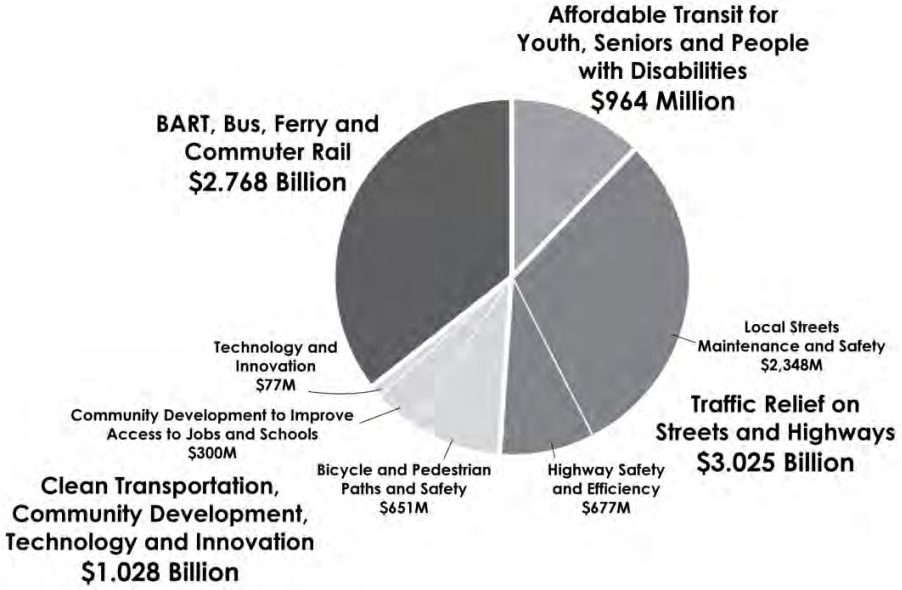
Pauline Russo Cutter, Vanessa Lee,

Chair, Alameda CTC Clerk of the Commission

Summary of Investments	FUNDS ALLOCATION* ($ x million)
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	**$1,587**
BART Expansion and Maintenance	$349 ~~$749~~
Bus Operations, Maintenance and Rapid Bus Projects	$1,548
Commuter Rail Improvements	$832 ~~$432~~
Ferry Services in Alameda County	$39
Affordable Transit for Youth, Seniors and People with Disabilities	**$964**
Affordable Youth Transit to School and Transit Innovation	$190
Affordable Transit for Seniors and People with Disabilities	$774
Traffic Relief on Streets and Highways	**$3,025**
City and County Streets*	$2,348
Highway Safety and Efficiency	$677
Clean Transportation, Community Development, Technology and Innovation	**$1,028**
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	$651
Community Development Projects to Improve Access to Jobs and Schools	$300
Technology and Innovation	$77
TOTAL INVESTMENTS (YEAR 2015 TO 2045)**	**$7,785**

Notes:
*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.
**Estimated funds from 2015 to 2045 are anticipated to be almost $8 billion.

$7,785 in Total Investments Year 2015 to 2045



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount ($ x millions)	% of Total Funds
BART, Bus, Senior, and Youth Transit (48%)	Transit: Operations, Maintenance, and Safety Program	AC Transit	$1,455.15	18.8%
		Altamont Commuter Express	$77.40	1.0%
		BART Maintenance	$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	$38.70	0.5%
		Livermore Amador Valley Transit Authority	$38.70	0.5%
		Union City Transit	$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	$15.00	0.19%
		Subtotal	**$1,857.63**	**24%**
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	$232.20	3.0%
		East Bay Paratransit - AC Transit	$348.31	4.5%
		East Bay Paratransit - BART	$116.10	1.5%
		Coordination and Service Grants	$77.40	1.0%
		Subtotal	**$774.01**	**10%**
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	$10.0	**14%**
		Alameda to Fruitvale BART Rapid Bus	$9.0	
		Grand/MacArthur BRT	$6.0	
		College/Broadway Corridor Transit Priority	$10.0	
		Subtotal	**$35.0**	
	BART System Modernization and Expansion	Irvington BART Station	$120.0	
		Bay Fair Connector/BART METRO	$100.0	
		BART Station Modernization and Capacity Program	$90.0	
		~~BART to Livermore~~	~~$400.0~~	
		Subtotal	**$~~710.0~~310.0**	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	$120.0	
		Union City Intermodal Station	$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	$110.0	
		Oakland Broadway Corridor Transit	$10.0	
		Capitol Corridor Service Expansion	$40.0	
		Valley Link	$400.0	
		Subtotal	**$~~355.0~~755.0**	
	TOTAL		**$3,731.64**	**48%**

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.
BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.
All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

ACTC_AR0739

BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments. Funds for operations and maintenance will be provided to transit operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing ~~BART~~ rail system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, $1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

Transit Operations and Maintenance Program (21.55% of net revenue, estimated at $1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) $Millions
AC Transit	18.8%	$1,455
ACE	1.0%	$77
BART Maintenance	0.5%	$39
WETA (ferries)	0.5%	$39
LAVTA (WHEELS)	0.5%	$39
Union City Transit	0.25%	$19
Total Transit Operations	**21.55%**	**$1,668**

Affordable Youth Transit Pass Program ($15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at $175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

BART STATION ~~EXTENSION~~ AND SYSTEM IMPROVEMENTS ($37~~7~~10 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system~~, as well as provide local funding for a proposed BART extension in the eastern part of the county.~~

~~BART to Livermore ($400 M)~~

~~This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.~~

BART Station Upgrades and System Improvements ($310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.

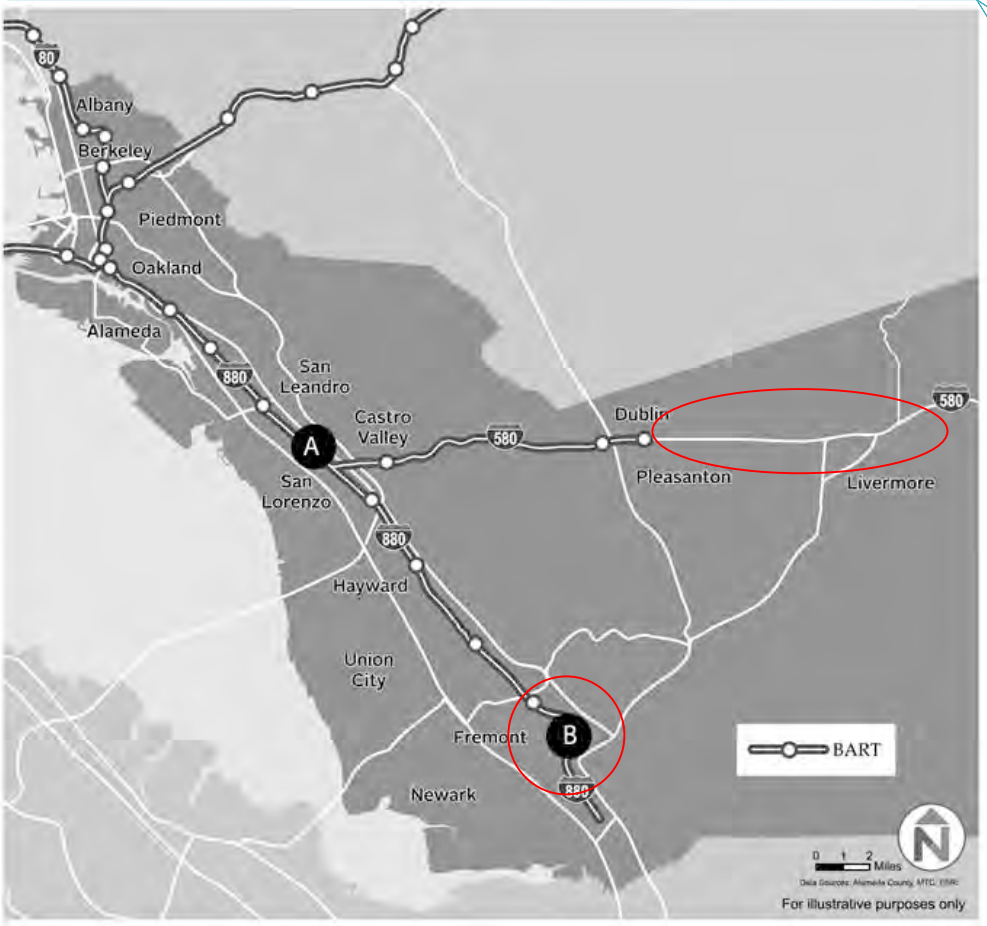


- **The Bay Fair Connector/BART METRO project will receive $100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive $90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.

- **The Irvington BART Station will receive $120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

BART INVESTMENTS



A Bay Fair Connector / BART METRO

B Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities

Commented [ACTC1]: Bottom circle: The new "B" is Irvington BART Station, and below that removal of "C"

Commented [ACTC2]: Top circle: Removal of the original "B – BART Extension to Livermore (within the I-580 corridor)"

Commented [ACTC3]: Middle circle: Change the original "C – Irvington BART Station" to a new "B"

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS ($~~355~~ 755 M)

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Corridor Area Transportation Improvements ($120 M)

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

Union City Intermodal Station ($75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.



Capitol Corridor Service Expansion ($40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

Railroad Corridor Right of Way Preservation and Track Improvements ($110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

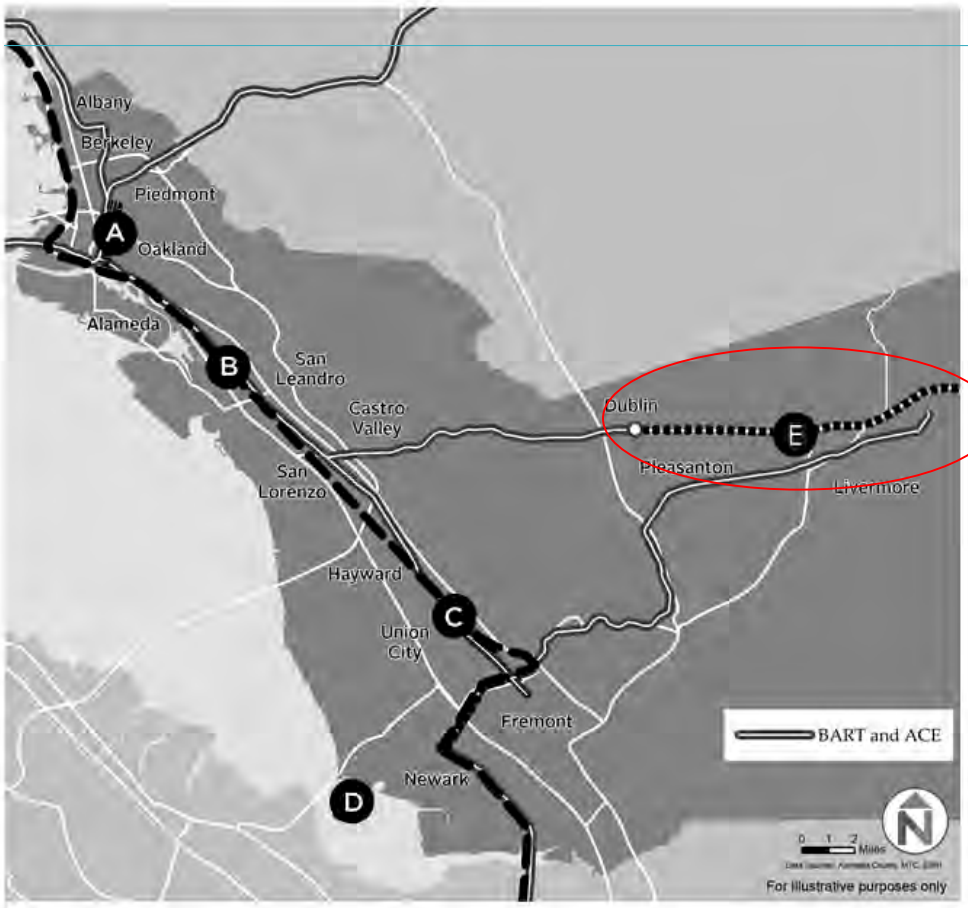
Oakland Broadway Corridor Transit ($10 M)

This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

Valley Link Rail in Alameda County ($400 M)

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



A Broadway Corridor Transit

B Capitol Corridor Service Expansion

C Union City Intermodal Station

D Dumbarton Corridor Area Transportation Improvements

E Valley Link Rail

Not Shown:
- Railroad Corridor Right of Way Preservation and Track Improvements

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Valley Link

Connecting People, Housing, and Jobs

Fact Sheet

Project Overview

Connecting San Joaquin Valley to the Bay Area. Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

A Seamless Connection to BART. The first phase of service will provide a seamless and timed connection to BART, with service from North Lathrop to the Dublin/ Pleasanton BART station.

Frequent and Reliable Service. Trains will run throughout the day in both directions with the goal of matching BART frequency and hours of operation.

Initial Service Characteristics

	PEAK	OFF-PEAK
Between Dublin/ Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)





By the Numbers

- **9,3500 Bay Area workers** - commuting from San Joaquin Valley today
- **42 Miles** - using existing transportation corridors
- **7 Stations** – Dublin/Pleasanton, Isabel, Mountain House, Tracy, River Islands, North Lathrop
- **78 Minutes** - current average commute each way
- **28 days** – total commute time per year for average commuter
- **75% increase** - commute traffic on I-580 by 2040
- **58% increase** – truck traffic on I-580 by 2040
- **25 daily round-trips** - by Valley Link trains each day in 2040
- **28,000 riders** – estimated in 2040 for Valley Link per day
- **99.4 Million** – reduction in Vehicle Miles Traveled (VMT) per year in 2040
- **33,000 metric tons** – reduction in greenhouse gas emissions (GHG) per year
- **0 Emissions** – battery-electric and hydrogen vehicle technologies under development
- **$2.4 Billion** - cost of Valley Link Phase 1 from Dublin/ Pleasanton BART to North Lathrop, in year of expenditure
- **$628 million** - identified as available for the project:
  - **$400 million** - Measure BB funds
  - **$188 million** - Bridge Toll funds
  - **$40 million - impact fees from the City of Livermore**
- **2027 – target date for Valley Link revenue service**

Project Benefits

Valley Link aims to be a model of sustainability in the design, construction and operation of the system. It is vital to our state's economy, environment and the quality of life in our communities:

- Serves communities and households in the Northern San Joaquin Valley with some of our state's highest poverty rates;
- Promotes equity by maximizing benefits to disadvantaged communities
- Links the Northern California Megaregion's workforce to affordable housing;
- Readily connects our state's future high-speed rail system to BART;
- Provides direct and seamless service to major employment centers in all parts of the Bay Area;
- Provides opportunities for compact transit-oriented development; and
- Will have a significant impact on the reduction of VMT and greenhouse gas emissions.
- Operates on renewable energy

Sources:
Bay Area Economic Institute Valley Link Project Feasibility Report (October 2019)
San Joaquin County Council of Governments

DATE:	May 4, 2020
TO:	Planning, Policy and Legislation Committee
FROM:	Kate Lefkowitz, Associate Transportation Planner Kristen Villanueva, Senior Transportation Planner
SUBJECT:	2020 Countywide Transportation Plan: Community-Based Transportation Plan Update

Recommendation

This item provides the Commission with an update on the Community-Based Transportation Plan (CBTP) effort that is part of the 2020 Countywide Transportation Plan (CTP). The update covers baseline conditions analysis and focused outreach conducted in Alameda County's low-income and minority communities, as defined by the Metropolitan Transportation Commission's (MTC) Communities of Concern (CoC). This informs the 2020 CTP and fulfills MTC requirements to update Alameda County's CBTPs. This item is for information only.

Summary

The CBTP program was launched in 2002 by MTC to develop strategies to improve access and mobility for low-income communities for both commute and non-commute trips. To determine where CBTPs would be conducted, MTC identified CoCs throughout the region, which are census tracts with high concentrations of disadvantaged populations[1]. Community engagement is a key component and requirement of CBTP development and informs analysis and recommendations.

The last set of CBTPs was completed between 2004 and 2009 for Alameda County's CoCs, which at the time consisted of five communities in the North and Central planning areas. Since then, MTC's definition of CoCs has evolved to better capture concentrations of low-income, minority communities using the most recent census

[1] MTC has defined CoCs as census tracts that have at least 30% of residents that are low-income and that have either ≥ 70% minority population or three or more of the following: Limited English Proficiency (12% threshold); Population over 75 (10% threshold); Zero -vehicle households (10% threshold); Single-parent households (20% threshold): Disabled population (12% threshold): Rent-burdened households (15% threshold).

data, and demographic shifts and growth have occurred throughout the county. MTC approved the current CoC definitions and boundaries in 2018.

This CBTP update will be integrated into and formalized as part of the 2020 CTP. Analysis is presented for groups of CoCs, as detailed below, which are called CBTP study areas. The CBTP effort included public outreach in all CBTP study areas, analysis of baseline conditions for these areas, and discussions with jurisdictions that have recently conducted extensive outreach and planning work within these communities.

This memo presents a summary of findings about transportation needs for the CBTP study areas and recommendations for incorporation into the 2020 CTP. The CBTP outreach and analysis supplements broader countywide analysis and outreach underway for the CTP and provides key input into project and program prioritization and strategy development. Incorporating the CBTP findings elevates feedback from disadvantaged communities and ensures the needs of these populations are adequately reflected in the CTP.

Background

MTC's CBTP Program
MTC launched the CBTP program in 2002. Its goal is twofold: to improve access and mobility for disadvantaged communities (for commute as well as non-commute trips) and to engage residents and community organizations in the process. The CBTP program historically provided input to Lifeline Program spending allocations, specifically for transportation projects that address mobility and accessibility needs in low-income communities, although in recent cycles the funding is primarily used specifically for transit operations and the direct link to CBTPs has lessened.

Since the beginning of the CBTP program, MTC has defined the disadvantaged communities that are considered CoCs. MTC periodically updates the criteria used to determine which areas are considered CoCs and uses the latest demographic data from the U.S. Census to update the CoC boundaries as part of updating the regional transportation plan. Since Plan Bay Area (2013) MTC has defined CoCs as census tracts that have at least 30% of residents that are low-income and that have either ≥ 70% minority population or three or more of the following:

1. Limited English Proficiency (12% threshold)
2. Population over 75 (10% threshold)
3. Zero -vehicle households (10% threshold)
4. Single-parent households (20% threshold)
5. Disabled population (12% threshold)
6. Rent-burdened[2] households (15% threshold)

[2] Rent-burdened is defined as paying more than 30% of household income on rent.

In spring 2018, MTC updated its CoC boundaries with American Community Survey (ACS) 2012-2016 5-year data. This recent demographic data changed the spatial distribution of CoCs within Alameda County compared to CBTPs that were developed over ten years ago. Alameda County now contains 115 census tracts that meet the CoC criteria, located in nine cities and three unincorporated areas across all four planning areas of Alameda County. This map is included in Attachment A. Approximately 85% of these census tracts qualify as CoCs based on the low-income and minority criteria alone.

Alameda County CBTP Study Areas

Alameda CTC has grouped CoC census tracts into CBTP study areas that align with Alameda County Planning Area boundaries and jurisdictional boundaries to guide this effort. For the most part, each CBTP study area is a small section of a jurisdiction, however for cities with a large number of CoC census tracts, multiple CBTP study areas were designated. The CBTP study areas are shown in Table 1.

Table 1 CBTP Study Areas by Jurisdiction

Planning Area	**CBTP Study Area**	
North County	• Alameda • Albany • Berkeley: Central, South and West	• Oakland: North, West, Central and East
Central County	• Unincorporated: Ashland, Cherryland and Castro Valley	• San Leandro • Hayward
South County	• Union City	• Newark
East County	• Livermore	

2020 CBTP Approach

The 2020 CBTP process sought to understand current transportation needs in CoCs, meet MTC's requirements for the CBTP program, and provide input into the 2020 CTP. The CBTP outreach and analysis supplements broader countywide analysis for the CTP and provides key input into project and program selection and strategy development. Incorporating the CBTP findings elevates feedback from disadvantaged communities, which are traditionally harder to reach through conventional outreach, in the broader planning context for Alameda County.

Developing the 2020 CBTP involved the following three key efforts:

- **Baseline Conditions.** Analysis of baseline conditions to understand the current transportation characteristics of the CBTP study areas. Data analysis included: demographic data, commute patterns for residents and workers, and a summary of baseline conditions of the transportation network like pavement condition, the High-injury Network for walking and biking, and presence of active transportation infrastructure, among other metrics.

- **Analysis of Past Planning Efforts.** Synthesis of recent planning and outreach activities that have been conducted in the CBTP Study Areas. Attachment B lists the plans reviewed for the 2020 CBTP update.
- **Community Engagement.** Substantial outreach to gain an understanding of issues and needs directly from the communities. This consisted of a countywide poll conducted in 2019 that was presented to Commissioners at the May retreat, intercept surveys at pop up events within CBTP study areas, and interviews with community-based organizations. Attachment C provides a summary of outreach conducted. Due to the large number of CoCs in the City of Oakland, a modified approach was used for these CBTP study areas. See detail in Attachment C for this approach.

Key Findings from the 2020 CBTP update

Based on analysis of baseline conditions, review of past planning efforts, and outreach conducted for the CBTP, the following overarching transportation needs have been identified across all CoC's in the county's planning areas:

Safe Biking and Walking. There is a need for safer walking and biking facilities. Particular concern has been raised about safely crossing roadways with high traffic volumes and high traffic speeds, indicating a need for safer crosswalks.

Pedestrian Quality and Safety There is a need for improved pedestrian infrastructure and amenities including completion of sidewalks and more street lighting to deter crime and facilitate pedestrian safety at night.

Affordable Transit Fares. Introducing affordable transportation options is noted as a key concern for residents in CoCs.

Better Access to Transit. There is a need to expand the frequent transit network to provide options for off-peak commuters and increase the frequency of transit in CoCs. Additional needs include safer access to transit stops and stations. Outside of the North planning area, improved access to reliable and frequent transit has been raised as a significant need. The major high frequent bus lines and rail stations are concentrated in North County, leaving potential transit dependent populations with limited options elsewhere in the county.

Pavement Quality in CBTP study areas. There is a need to improve pavement condition in CBTP study areas.

Detailed findings from baseline conditions, analysis of past planning efforts, and community engagement are found in Tables 2 and 3. Table 2 summarizes key findings that have emerged countywide. Table 3 provides additional context for the specific needs within each jurisdiction as provided during community engagement. Note that the findings in Table 3 are in addition to the findings and issues presented in Table 2.

Table 2 Summary of High-Level Findings of CBTP Study Areas Countywide

Mode/Issue Area	Key Findings
Safety	• Residents in CBTP study areas feel less safe walking, waiting for transit, and biking • CBTP study areas have more miles of Auto High Injury Network than non-CBTP study areas in the county
Commute Patterns	• The number of off-peak commuters within CBTP study areas have increased at a higher rate than non-CBTP study areas since 2010
Transit	• Residents in CBTP study areas use transit more frequently • Concerns around transit affordability • Concerns around transit frequency • Support for improvements to transit amenities: bus shelters and stops
Active Transportation	• Support for improved infrastructure for active transportation such as high-quality bike lanes, trails that are separate from roads, bike parking
Driving and Pavement Condition	• Residents indicate long driving travel times and high costs of driving due to traffic and long distances • CBTP study areas are twice as likely to be home to "at-risk" pavement conditions as non-CBTP study areas in the county • Improving potholes and roads is a top priority for residents in CBTP study areas

Table 3 Specific Outreach Findings for Each Jurisdiction with a CBTP Study Area

Jurisdiction	Key Findings from Community Engagement
Alameda	• Concern around transit amenities: better bus shelters and apps for smartphones, more weekend/night service • Concern for pedestrian safety due to driving behaviors
Albany	• Support for infrastructure improvements to connect residents to businesses, schools, and recreational facilities across within and near the CoC • Concerns around pavement quality for biking, lack of bike lanes • Concerns around traffic, travel time, and lack of affordable parking
Berkeley: Central, South and West	• Concern around community displacement, as well as concerns for retaining existing industries • Concerns around safety, affordability and cleanliness on BART • A desire for more reliable bus service on nights/weekends, more frequent weekday service

Jurisdiction	Key Findings from Community Engagement
Oakland: North, Central, East and West	• Focus on active transportation education programming for youth • Existing pavement in poor condition • Concern around pedestrian safety due to vehicular speed and lack of sidewalks • Significant local air pollution exposure and health impacts, particularly in West Oakland • Socioeconomic, cultural, and discriminatory barriers faced by people of color to access bicycling and public spaces more generally.
Unincorporated: Ashland, Cherryland, and Castro Valley	• Pedestrian safety, including: safer crossings, traffic calming, and better sidewalks • A desire for more frequent daytime bus service, nighttime/weekend service, and higher reliability
Hayward	• Interchanges along I-880 identified as notable barriers for walking and cycling • Concern for safe and accessible walking facilities • Need for more daytime/weekend/night bus service and affordable fares.
San Leandro	• Improve automobile and pedestrian safety outcomes on multimodal corridor • Identify strategies to improve sidewalk conditions, lighting, and bicycle infrastructure • A desire for more daytime bus and night/weekend service, fewer/shorter transfers
Newark	• Interest in investments in active transportation infrastructure • Concerns around accessing BART, cleanliness, free transfers to/from bus, more parking at stations, more night/weekend service. • Need for more night/weekend bus service, more daytime service, accessible vans/paratransit
Union City	• Interest in investments in active transportation infrastructure • Better access to transit • Transit options are not close to destinations, more frequent daytime/night/weekend service is needed • Concerns around safety and walking. Fast traffic, fear for personal safety, crime, better walking facilities are needed
Livermore	• Need for improvements to pedestrian crossings, better walking and biking facilities that are separate from road. • Concerns over high traffic speeds • Interest in better access to transit

Integration with 2020 CTP

Many of these needs are consistent with needs already identified in the 2020 CTP and the 2020 CTP will further incorporate these CBTP needs as the document is finalized in coming months. There are several specific ways that the CTP already reflects CBTP needs, most notably within the projects that will be included within a prioritized list of near-term projects and overarching strategies that the CTP will include. Projects and

strategies will be the two key discussion topics during discussions with small groups of Commissioners in May 2020.

The project screening criteria included CoCs as one of the key criteria to select projects for the 10-year priority project list. Many projects that have been submitted directly respond to CBTP needs and Alameda CTC will continue to support cities to develop projects that respond to needs in CBTP study areas. For example, Alameda CTC and many cities are working on multimodal corridor projects which travel through CBTP study areas and directly address many of the needs highlighted through the outreach. In addition, Alameda CTC's ongoing programs address CoC needs, including the Access Safe Routes Program, the expansion of the Student Transit Pass Program, and the Paratransit Program.

The CTP will also include a set of strategies that are currently under development. Several of the strategies under consideration respond directly to CBTP needs, including:

- Build out the Near-Term All Ages and Abilities Walk and Biking Network
- Pilot Fare-Free Zones and Passes
- Provide Safe and Secure Access to Bus Stops
- Explore Funding Strategies to Support Increased Transit Operations
- Identify strategies to address spill over traffic in CoC communities
- Expand Safe Routes to School and Safety Education Programs
- Reduce the Countywide Impacts of Infrastructural Barriers
- Reduce Impacts of Goods Movement, including emissions, safety and truck activity impacts

Next Steps

The CBTP report document will be finalized in early summer and released with the 2020 CTP. Staff are meeting with Commissioners in small Planning Area groups in May 2020 to discuss CTP and CBTP strategies and priority projects. Alameda CTC will monitor progress towards implementing CBTP recommendations, per MTC requirements, and update needs periodically in coordination with future CTP updates.

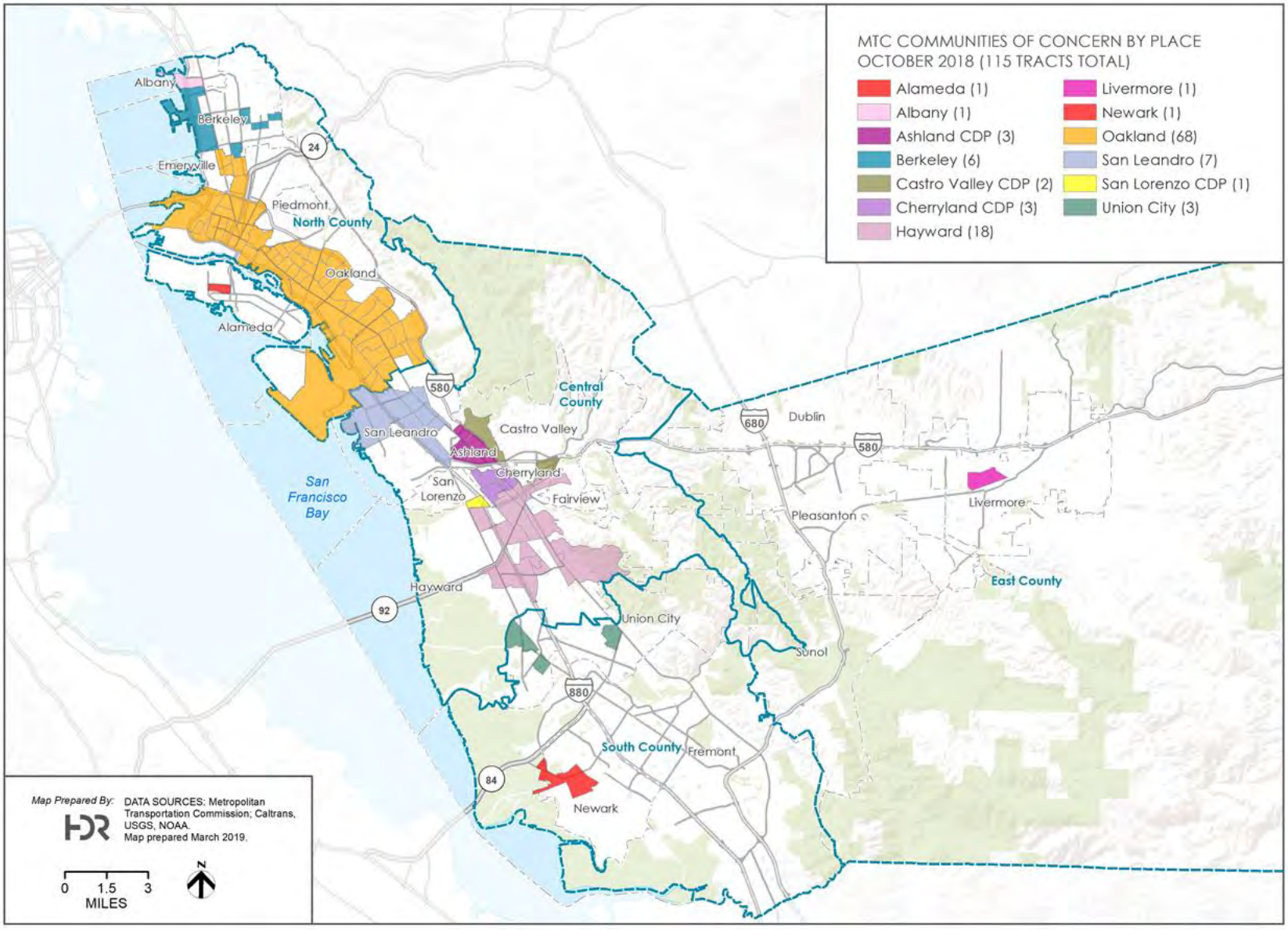
Fiscal Impact: There is no fiscal impact for this item.

Attachments:

A. Alameda County Communities of Concern
B. Recent Plans and Outreach in CBTP Study Areas by Jurisdiction/Agency
C. Outreach Summary for CBTP

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Attachment A – Alameda County Communities of Concern



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Attachment B Recent Plans and Outreach in CBTP Study Areas by Jurisdiction/Agency

Jurisdiction/ Agency	Plan	Status
AC Transit	2017-18 Onboard Survey Summary of Findings	Completed in 2018
Alameda	Transportation Choices Plan	Completed in 2018
Alameda	General Plan	Updated in 2018
Ashland	Business District Specific Plan	Completed in 2015
Berkeley	Berkeley Strategic Transportation	Completed in 2016
Bay Area Rapid Transit (BART)	2018 BART Customer Satisfaction Study	Completed in 2018
Berkeley	City of Berkeley Bicycle Plan	Completed in 2017
Berkeley	Adeline Specific Plan	In Progress
Cherryland	Business District Specific Plan	Completed in 2015
Hayward	Bicycle and Pedestrian Plan	In Progress
Hayward	Hayward Transit Connector (Shuttle) Feasibility Study	Completed in 2017
Livermore	Bicycle, Pedestrian, and Trails Active Transportation Plan (ATP)	Completed in 2018
Oakland	Pedestrian Master Plan	Updated in 2017
Oakland	East Oakland Neighborhood Initiative	Completed in 2019
Oakland	East Oakland Mobility Action Plan/Community-Based Transportation Plan (see Attachment C)	In Progress
Oakland	City of Oakland Bike Plan	Completed 2019
Oakland	Downtown Oakland Specific Plan	Completed in 2020
Oakland	Northwest Oakland Community Coalition Pilot Plan	In Progress
Oakland	West Oakland Community Action Plan	Completed in 2020
Oakland	West Oakland Specific Plan	Completed in 2014
Port of Oakland	Seaport Air Quality 2020 and Beyond Plan	Completed in 2019
San Leandro	Bicycle and Pedestrian Master Plan	Completed in 2017
Union City	Decoto Neighborhood Plan	Completed in 2016

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Attachment C: Outreach Summary for CBTP

Outreach and engagement for the 2020 CBTP consisted of a countywide poll conducted in 2019 that was presented to the commissioners at the May retreat, intercept surveys at pop up events within CBTP Study areas, and interviews with community-based organizations. A review of Oakland's outreach from recently completed plans that included deep engagement with their communities was also conducted.

2019 Poll

In May 2019, as part of the Commission's retreat, Alameda CTC conducted a countywide poll representative of Alameda County's diverse population across planning areas, and included a deliberate over-sample of residents in CBTP study areas. This allowed us to highlight issues for residents of CoCs in a statistically representative way. Over 15,000 invitations were sent through email and text message. Approximately 500 people completed the survey, nearly 200 of whom are residents of Alameda County CoCs. Findings from this poll were presented at the Commission's May 2019 retreat.

Intercept Surveys and Pop Up Events within CBTP Study Areas

The primary tool for outreach in the county's CoCs was the survey at community pop up events. Survey respondents were asked to identify the methods of transportation they were most likely to use in their daily routine and answer questions about their needs and priorities related to that mode. If they had more time, they were asked to identify their needs and priorities relating to safety, convenience, and accessibility for all modes of transportation. The survey and other collateral materials were made available in English, Spanish, and Chinese.

Pop-up workshops were held at high-traffic locations or events where intercept surveys were collected. A total of 423 surveys were collected at 17 pop-up events held at farmers' markets, recreational events, parks, and BART stations within the CBTP study areas. Pop-ups were held from October 2019 through February 2020.

Interviews with Community-Based Organizations

Community based organizations were interviewed to solicit additional information in the CBTP study areas over a three-week period in early 2020. Four organizations were interviewed during this timeframe to provide focused reflections on the information received from the pop-up workshop surveys. These were San Leandro Creekside Church, Union City Family Center, Larry Orozco Teen Bike Shop (San Leandro) and the Community Resources for Independent Living (Hayward).

Outreach Coordination

The City of Oakland has recently completed extensive engagement with communities in their CoCs through several recently completed and in-progress plans and studies. After consultation with the city, it was determined that outreach should not be duplicated in these areas for the 2020 CBTP update. Recent efforts include the AB 617 community process led by the Bay Area Air Quality Management District in West Oakland, which culminated in the report *Owning Our Air: The West Oakland Community Action Plan*, the Downtown Oakland Specific Plan, the East Oakland Neighborhood Initiative (EONI), a plan that focused on equity-based planning in East Oakland, and the East Oakland Mobility Action Plan which is East Oakland's Community Based Transportation Plan. Alameda CTC has provided planning funds to support the East Oakland Mobility Action Plan. Finally, the Oakland Department of Transportation conducted outreach throughout all of Oakland CoCs as a part of the 2019 Bicycle Plan update.

ALAMEDA County Transportation Commission

Valley Link
Connecting People, Housing, and Jobs

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Valley Link: TEP Amendment





A presentation to the Planning, Policy and Legislation Committee

May 11, 2020

Overview

- Project Background
  - BART to Livermore
  - Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA)
- Project Briefing – Michael Tree, Executive Director TVSJVRRA
- Draft 2014 Measure BB Amendment
  - Proposed language
  - Amendment process
- Next Steps

Today's Action

- TVSJVRRA has requested an amendment to the 2014 Measure BB Transportation Expenditure Plan
- Action item **to initiate a 45-day comment period** by jurisdictions in Alameda County on the proposed Measure BB Transportation Expenditure Plan amendment

Rail in the Tri-Valley

- Long-standing commitment to rail service and connectivity
- **Planning and policy priority:** identified in state and regional rail planning
  - Alameda CTC Countywide Transportation Plans
  - 2007 MTC Regional Rail Plan
  - 2018 California State Rail Plan
- **Local land use planning:** Isabel Neighborhood Plan completed in May 2018 for development around a new rail station



2018 California State Rail Plan

Funding for Rail in the Tri-Valley

- **Financial commitment:** Voters consistently supported funding
  - 1986 Alameda County Measure B
    - $170 million for a "Rail extension to Dublin Canyon"
  - 2000 Transportation Expenditure Plan
    - $8.7 million for I-580 Corridor/BART to Livermore Studies
  - 2014 Alameda County Measure BB
    - $400 million for BART to Livermore
  - Regional Measures (RM)
    - RM1 bridge toll funding to advance planning and environmental work
    - RM3 (2018) included $100 million for Tri-Valley Transit Access Improvements

BART to Livermore

- 1980s: BART purchased a potential sites near I-580 and Isabel Avenue and Greenville Road to preserve land for extension
- 2010: BART completed a Program EIR evaluating station sites and alignments
- 2012: BART advanced conceptual engineering and environmental review of extension to Isabel Avenue
- 2017: BART released Draft Project EIR
- 2018: BART certified Final Project EIR and directed staff to not advance an alternative



Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA)

- Assembly Bill 758 created the TVSJVRRA for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County
- TVSJVRRA assumed responsibility to advance rail project in 2018 when the BART Board declined to advance the project
- TVSJVRRA leveraged significant amount of previous work:
  - BART to Livermore
  - ACE*Forward* planning and environmental work

Valley Link

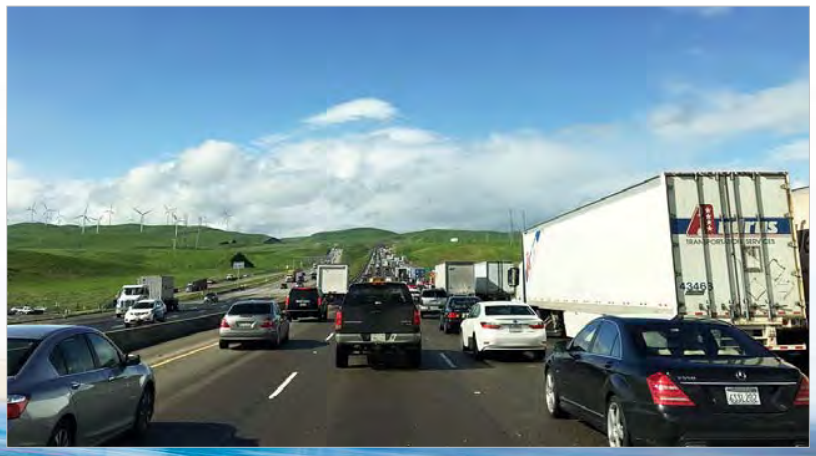
Connecting People, Housing and Jobs

Briefing Materials

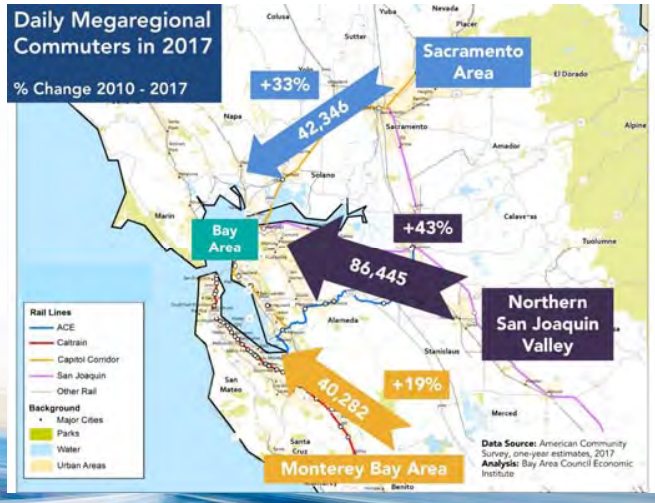
Information provided is through Feasibility Report approved in October 2019

Tri-Valley San Joaquin Valley REGIONAL RAIL AUTHORITY

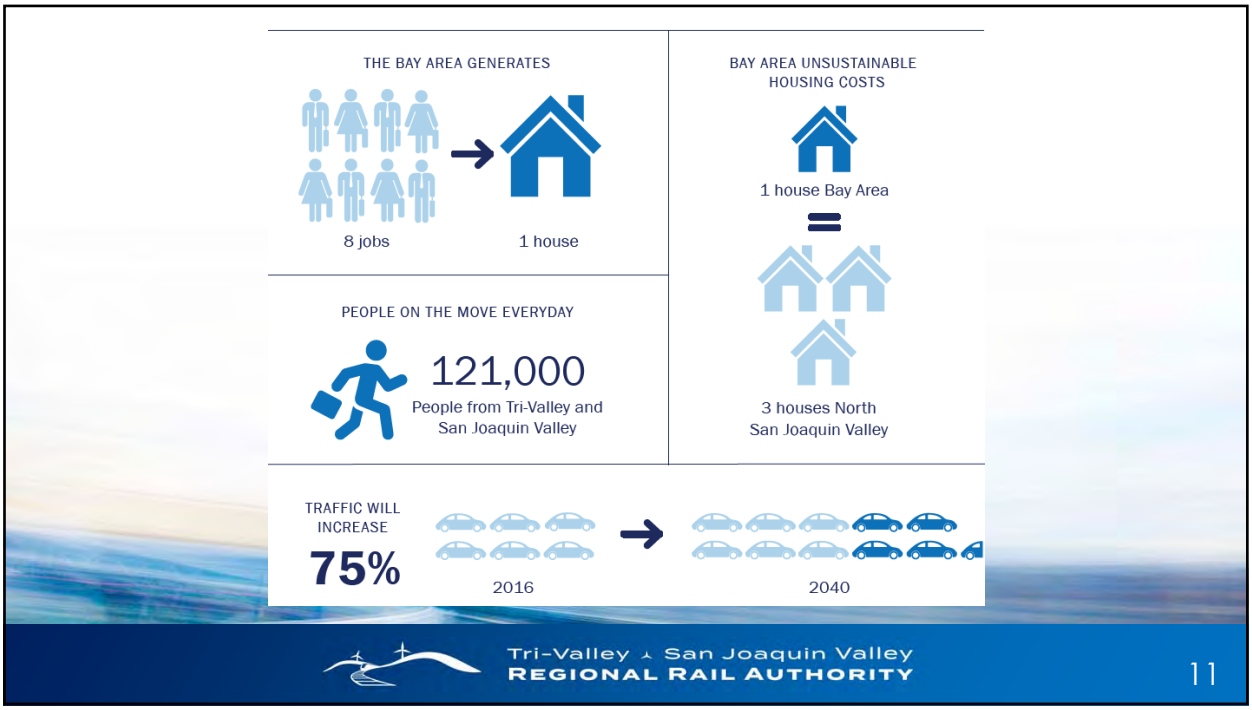
The Super Commute on Interstate 580



More Commuters Making Megaregional Trips



Source: www.bayareaeconomy.org


THE BAY AREA GENERATES
8 jobs
1 house
BAY AREA UNSUSTAINABLE HOUSING COSTS
1 house Bay Area
=
3 houses North San Joaquin Valley
PEOPLE ON THE MOVE EVERYDAY
121,000
People from Tri-Valley and San Joaquin Valley
TRAFFIC WILL INCREASE
75%
2016
2040
Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY
11


Board of Directors
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Supervisor, County of Alameda
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LAVTA Boardmember
BOARDMEMBER
LEO ZUBER
Commissioner, ACE
Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY
12

Corridor Snapshot With Proposed Stations



42 miles

7 stations

26,000-28,000 daily riders by 2040

33,000 metric tons of CO_2 equivalent/year reduction in Greenhouse Gas (GHG) emissions in 2040

Seamless connections to BART and ACE

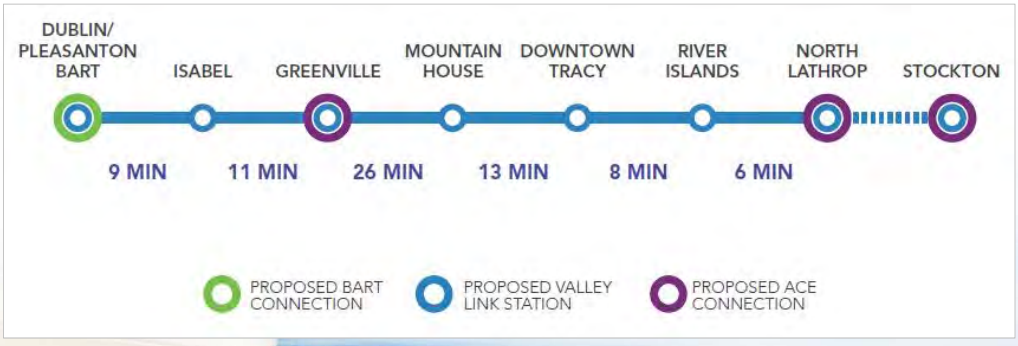
Improving Statewide Connectivity

Key Policy Objective
Support the vision of California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link closes critical transit gaps and improves connectivity within the Bay Area Megaregion by connecting two designated State Rail Hubs and providing a connection to High Speed Rail.



Travel Times Between Proposed Stations



Frequent and Reliable Service

	PEAK	OFF-PEAK
Between Bart Dublin/ Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)



Station Partnerships

Key Policy Objectives

- Work in partnership with communities to identify and incorporate high priority local goals and objectives for individual stations.
- Initiate service at earliest possible date.
- Preserve land and right-of-way to allow for the implementation of phased design and infrastructure, in support of Sustainable Community Strategies (SB375).

Typology of Stations

Transit-Oriented Development



Intermodal



Park and Ride



Transit Oriented Development Policy

ADOPTED DECEMBER 11, 2019

- Station area plans required that include zoning, design standards, parking policies and station access plans
- Station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within ½ mile radius of stations

Station Access

Key Policy Objectives

- Expand and improve connectivity through improved transit and/or feeder bus services.
- Promote active transportation.
- Encourage zero emission vehicles and shared rides.









Sustainability Goal

100% Self-sufficiency

Key Policy
Be a model of sustainability in the design, construction and operation of the system.

Valley Link will strive for a system that can operate largely on its own stored and created energy.





Project Funding

Cost of Project	Funds Identified for the Project	
• $2.4 to $3.2 billion in year of expenditure	Measure BB	$400 million
	Bridge Toll	$188 million
	Impact Fees	$ 40 million
	TOTAL:	$628 million

Project Partners

- Alameda CTC: I-580 relocation of managed lanes
- Caltrans: I-580 widening
- MTC and SJCOG: Funding and project delivery
- CalSTA: Funding
- BART: Valley Link/BART connection
- SJRRC/ACE: Valley Link/ACE connections and station designs in San Joaquin Valley
- UPRR: Review for construction and operation in UPRR right-of-way in San Joaquin Valley

Project Schedule

- Completed Feasibility Report in October of 2019
- EIR to be certified and project adopted by the end of 2020
- 30% design to be completed in 2021
- Beginning of revenue service in late 2027 to early 2028

TEP Amendment Process

- TEP amendment process from the 2014 TEP
- Amendments Require 2/3rds Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners
- Comment Period: All jurisdictions within the County will be given a minimum of 45 days to comment on any proposed Plan amendment
- Staff to return to Commission to report on the comments received and recommend final action by Commission

TEP Project Requirements

- All implementing guidelines will be applicable to the project and project sponsor, similar to all other TEP projects
- Strict Project Deadlines: Each project will be given a period of seven years to receive environmental clearance approvals and to have a full funding plan for each project
- Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds, and includes local hiring requirements
- No expenditures outside of Alameda County

TVSJVRRA TEP Amendment Request

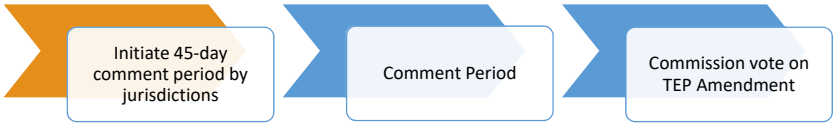
1. Acknowledge TVSJVRRA as a new agency eligible for Measure BB funds (Attachment B)
2. Removal of BART to Livermore Project as a named capital project and associated $400 million in Measure BB funding (Attachment C)
3. Addition of the Valley Link Project as a named capital project and include $400 million in Measure BB funding (Attachment C)
4. Technical adjustments such as maps and tables to reflect changes noted above (Attachment C)

Valley Link Rail

This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Recommendation

- Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. This is an action item and requires 2/3rds approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.



Thank You

For more information, visit
www.AlamedaCTC.org

Alameda County Transportation Commission • 1111 Broadway, Suite 800
Oakland, CA 94607 • 510.208.7400

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1. **Call to Order/Pledge of Allegiance**

2. **Roll Call**
   A roll call was conducted. All members were present with the exception of Commissioners Arreguin and Pilch.

   Subsequent to the roll call:
   Commissioner Pilch arrived during item 3. Commissioner Arreguin arrived during item 5.1. Commissioner Valle left during item 5.1. Commissioner Ezzy Ashcraft left after the vote on item 5.1.

3. **Public Comment**
   There were no public comments.

4. **Consent Calendar**
   - **4.1. Approve April 13, 2020 PPLC Meeting Minutes**
   - **4.2. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments**

   Commissioner Haggerty *moved to approve the Consent Calendar. Commissioner Cutter seconded the motion. The motion passed with the following votes:*

Yes:	*Bauters, Carson, Cutter, Ezzy Ashcraft, Haggerty, Halliday, Kaplan, Ortiz, Pilch, Valle*
No:	*None*
Abstain:	*None*
Absent:	*Arreguin*

5. **Regular Matters**
   - **5.1. Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment**

   Tess Lengyel stated that the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) requested that Alameda CTC amend the 2014 Measure BB Transportation Expenditure Plan (TEP) to add Valley Link and move $400 million from the BART to Livermore TEP project to Valley Link and remove BART to Livermore. She noted that the TEP amendment process requires a 45-day comment period for all jurisdictions in Alameda County. Michael Tree, Executive Director of the TVSJVRRA, provided an overview of the project background, project description, schedule and current funding. Ms. Lengyel recommended that the Commission approve beginning the comment period for an amendment to the TEP. The TEP amendment would include four elements: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400

million Measure BB funding; 3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and 4) make associated technical amendments. Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. She stated that this is an action item and requires 2/3 approval by the full Commission according to the Implementing Guidelines of the 2014 TEP.

Public comment letters were received from the following:

- Dave Campbell on behalf of Bike East Bay – Raised questions about the lack of outreach in the City of Livermore. He mentioned concerns regarding how the financial crisis will impact the proposed project.
- Kelly Ellen Marshal on behalf of Building and Construction Trades Council of Alameda County, AFL-CIO – Support of staff's recommendation
- Livermore Chamber of Commerce – Support of staff's recommendation
- Sierra Club (San Francisco Bay Chapter) – Noted too many issues and questions that should be addressed before the recommended actions move forward; and questioned the lack of funding from San Joaquin County, consistency with SB 375, and the financial impact of COVID-19
- Tim Sibranti on behalf of Innovation Tri-Valley – Support of staff's recommendation

Commissioner Cutter asked if the right-of-way will be in the middle of the freeway. Mr. Tree said the train will be in the I-580 median until Greenville station.

Commissioner Cutter asked if this project is a way to connect to High Speed Rail. Mr. Tree said the Altamont Corridor Express has a plan to travel to Merced and will connect to High Speed Rail.

Commissioner Cutter asked if BART will be able to handle the traffic from Valley Link. Mr. Tree stated that according to BART, there will be no impact or need to increase car numbers until Valley Link passenger numbers increase in 2040.

Commissioner Cutter asked how Valley Link will guarantee a number of stations. Mr. Tree stated that the station areas under consideration are: Isabel, Downtown Tracy, River Island, Southfront, and Greenville. He noted that Livermore is very engaged in this project and has a $40 million impact fee for BART like service to Livermore.

Commissioner Pilch asked how close will the train come to Downtown Livermore and if Plan Bay Area (PBA) or the Metropolitan Transportation Commission/Association of Bay Area Governments (MTC/ABAG) have weighed in on the project. Mr. Tree stated that the station placement in the Tri-Valley will be in the I-580 median. In regards to PBA, MTC/ABAG is still developing PBA 2050 and as part of that effort has completed a project performance assessment and this project scored favorably.

Commissioner Halliday asked what the impact is of not doing this amendment. Ms. Lengyel stated that in 2018 the BART Board acted to not select a preferred

alternative from the BART to Livermore EIR. AB 758 created the TVSJVRRA to move forward with the project if BART couldn't move forward. The reason Alameda CTC is working on this now is because the TVSJVRRA requested the amendment in September 2019, and can use the commitment of funding as leverage as it seeks other regional, state, and other funding.

Commissioner Halliday asked what type of commitments San Joaquin County has made for this project. Mr. Tree noted that San Joaquin County is considering a sales tax measure in 2022. The San Joaquin Council of Governments (SJCOG) is working on congested corridor planning and have included Valley Link in its 580-corridor planning work to ensure that Valley Link can apply for funds through the California Transportation Commission. He noted that member agencies such as the Tracy City Council are considering the donation of $40 million in property toward the operation and maintenance facility. Ms. Lengyel noted that SJCOG committed funds towards early planning efforts that this project is building off of ACE Forward technical analyses.

Commissioner Halliday noted that the Sierra Club thinks this project violates SB 375. Mr. Tree stated that Valley Link is supportive of SB 375's main goal of reducing greenhouse gas emissions in the area by connecting people to jobs and housing by transit. Ms. Lengyel noted that Valley Link is an interregional rail project, and Alameda CTC currently funds interregional rail services such as ACE and the Capitol Corridor services.

Commissioner Kaplan asked what level of specificity will be in the amendment. Ms. Lengyel said the level of detail is specified on slide 28 with the proposed "Valley Link Rail" language.

Commissioner Kaplan asked about the level of Transit Oriented Development (TOD) required by the stations, and when the Commission will consider those types of questions. Ms. Lengyel said local station impacts are considered in the Environment Impact Report that Valley Link is developing now.

Commissioner Ortiz noted that she is representing AC Transit and she invited Ms. Lengyel and Mr. Tree to present to her fellow AC Transit Board members so they can provide their input to her.

Commissioner Haggerty commented that MTC is revisiting Resolution 3434. Livermore has been planning the Isabel station for quite some time and SJCOG adopted a similar resolution regarding housing near rail stations to support TOD.

Commissioner Arreguin moved to approve this item. Commissioner Haggerty seconded the motion. The motion passed with the following votes.

Yes:	*Arreguin, Bauters, Carson, Cutter, Ezzy Ashcraft, Haggerty, Halliday, Kaplan, Ortiz, Pilch*
No:	*None*
Abstain:	*None*
Absent:	*Valle*

5.2. 2020 Countywide Transportation Plan: Community-Based Transportation Plan Update
Due to the interest of time, this item was not presented.

This item is for information only.

5.3. Federal, state, regional, and local legislative activities update
Carolyn Clevenger gave an update on federal, state, regional, and local legislative activities. Ms. Clevenger noted that given the current COVID-19 circumstances we are in, bills that the Alameda CTC took positions on are now considered dead for this session. She mentioned that discussions are underway regarding a potential stimulus bill that would include funding for infrastructure, in addition to the CARES Act funding. The current federal authorization, the FAST Act, is set to expire this fall and staff is working with the Commission Chair and Vice Chair to schedule remote briefings with Alameda CTC's federal delegation in June. Ms. Clevenger noted that to prepare for the stimulus efforts, staff is working closely with local jurisdictions to identify priority projects and investments to consider should a bill develop and an updated list will be presented to the Commission in May

This item is for information only.

6. Committee Member Reports
Commissioner Kaplan wanted to check in about making BRT free to ride. Ms. Lengyel stated that staff incorporated that recommendation by adding free transit pilots to the projects submitted to MTC for PBA 2050. Alameda CTC does not currently have funding assigned to specific free transit for the East Bay BRT.

Commissioner Ortiz noted that AC Transit will provide free fares for the first 3 months once BRT starts.

Commissioner Kaplan asked when will the commission receive the next update on the impacts of COVID-19 on sales tax revenues. Ms. Lengyel said later this month the agency will see the first sales tax receipts from March.

Commissioner Halliday asked when will the Commissioners receive calendar invites for Commissioner Planning Area Briefings. Ms. Lengyel noted that Vanessa Lee will send the invites to confirm the meetings.

7. Staff Reports
There were no staff reports.

8. Adjournment/ Next Meeting
The next meeting is:

Date/Time: June 8, 2020 at 11:30 a.m.

Alameda County Transportation Commission Planning, Policy and Legislation Committee – May 11, 2020 Meeting – Agenda Item No. 5.1 Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request

Recording Name:
[Alameda CTC Remote Committee Meetings- May 11, 2020]

Transcript Prepared By:



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(Start at 01:57:38)

Ortiz: Then we move to regular matters. The first item is 501, approve Tri-Valley-San Joaquin Valley Regional Rail Authority request for a 2014 Measure BB transportation expenditure plan amendment.

Lengyel: Thank you, Madam Chair. This is Tess Lengyel. I will go ahead and start off on this presentation, and it will be shared with, uh, Carolyn Clevenger who's our Deputy Executive Director of Planning. And then we're also pleased that we have Michael Tree who's the Executive Director of the Tri-Valley-San Joaquin Valley Regional Rail Authority who can provide some detailed background information about the project. I wanted to note that this item initiates a multi-step process for the 2014 transportation expenditure plan amendment, per the implementing guidelines that are included in the transportation expenditure plan. I wanted to note that the Tri-Valley-San Joaquin Valley Regional Rail Authority which is a public transit agency created by state law in 2017 by AB 758, requested by way of an e- -- a letter back in September to, um, begin the amendment process for the, uh -- the transportation expenditure plan following their statutory authority in AB 758. Um, because the proposed project is, uh, expected to affect the I-580

express lanes in the corridor, we, uh, did our due diligence at Alameda CTC. And we, uh, held three technical engineering workshops with, um, the, uh, engineering staff and, uh -- and consultants working for the Tri-Valley-San Joaquin Valley Regional Rail Authority to, uh, share our concerns to understand what the proposed project is. It is in the very early engineering phases right now. Um, and then, uh, over the fall we assess to those, uh, impacts based on preliminary engineering. As you all know in January through March, there were changes at the, uh, Alameda CTC in terms of me as the executive director, as well as, um, changes in our leadership for the chair and the vice chair which changed some of the organizational structure of the agency. We had intended to bring this item before you in April. However, COVID hit and many items were moved into May. So here we are in May and we're intending to initiate, um, this process with this recommendation. Next slide, please. Next slide, please. The presentation is intended to provide you with some background around the BART to Livermore project which, uh, is currently listed in the 2014 transportation expenditure plan, and then to share with you, uh, the creation of the Tri-Valley-San Joaquin Valley Regional Rail Authority,

which, um, has requested a substitute rail project, um, per their authorizing legislation to fulfill the voter intent of rail in the Tri-Valley. As I mentioned, we do have Michael Tree who can give you a project briefing. And then at the end of the presentation we will go over the specific proposed amendment language for the TEP, and discuss the amendment process, uh, including the requirements for project delivery in the implementing guidelines. So today's action, next slide, please, is to bring forward the recommendation of initiating the amendment process, which, um, the approval of that would be to initiate a 45-day comment period. And this is spelled out in the implementing guidelines of the 2014 transportation expenditure plan. It would initiate a 45-day comment period, uh, for jurisdictions in Alameda County to comment on the proposed amenditure (ph) -- expenditure plan amendment. So next slide, please. What we'd like to do is share with you some background on a history of rail in the Tri-Valley. And to initiate that I'm going to ask Carolyn Clevenger, who's our Deputy Executive Director of Planning and Policy, to, uh, share with you the next few slides.

Clevenger: Great. Thank you, Tess. Good morning,

Commissioners. Rail service and connectivity in the Tri-Valley has been under discussion for a very long time. From a planning perspective, rail improvements have been identified in a series of local, regional, and state planning efforts over the years. BART to Livermore has been included in the Alameda Countywide transportation plans for a number of cycles, and the planning and environmental phase of the project is included in the current regional transportation plan. The Valley Link project is being considered for the regional transportation plan, Plan Bay Area 2050 that is currently under development. In 20 -- in 2007, MTC completed the regional rail plan, which was a major mega regional planning effort focused on passenger rail throughout northern California mega region, which envisioned BART to ACE connections in Livermore to provide a fast and reliable transit option over the Altamont Pass. And in 2018, the state deve- -- uh, the state approved the state rail plan, which included a Tri-Valley rail hub and increased frequencies connecting the Bay Area and Central Valley. In addition, cities in Alameda County and San Joaquin County have been doing local land use planning efforts, um, to focus growth around potential stations, including the City of Livermore, which

completed the Isabel neighborhood specific plan in 2018. Next slide, please. Voters have made long-standing commitments that include funding for transit in the Tri-Valley dating back to the 1986 Measure B, and the 2000 expenditure plans, which included funding for rail, to the 2014 Measure BB expenditure plan that is the focus of today's discussion, that included 400 million for BART to Livermore. In additional -- in addition, regional measures 1 and 3, which were approved by voters throughout the region, included funding, some of which BART and now the Tri-Valley-San Joaquin Valley Regional Rail Authority are using to advance the initial phases of project development. Next slide. As many of you know, BART was, for a long time, the lead on the project known as BART to Livermore. They last briefed PPLC and the Commission on the project in June of 2018. As early as the 1980s, BART purchased sites near 580 and Isabel and Greenville to preserve land for potential future extensions or facilities. Between 2010 and 2018, BART advanced a significant amount of planning and environmental work, including analysis of multiple station sites and alignments, as well as different rail technologies and express bus alternatives. That work culminated in May 2018 with the BART Board

certification of a project level EIR. After extensive discussions and debate, the BART Board finalized the EIR without selection of a preferred project to advance. Next slide, please. Um, as Tess mentioned Assembly Bill 758 was, um, approved in 2017, and that was led by Assemblymembers, um, Baker and Eggman. And AB 758 created the Tri-Valley-San Joaquin Valley Regional Rail Authority for the purposes of planning, developing, and delivering cost-effective and responsive transit connectivity in the Tri-Valley and San Joaquin County. When the BART Board voted not to advance the project, the Authority assumed responsibility to advance the project as defined in AB 758. The Authority utilized a significant amount of work that had already been completed by BART, as well as by ACE, to jumpstart their work. And I'm gonna turn over to Michael Tree, the executive director of the Authority, to provide an overview of the Valley Link project and the project's current status.

Tree: All right. Um, good afternoon. It's a pleasure to be here to talk, uh, with you about Valley Link. Um, I'm thinking if we could go to slide 9. I think that was the start of my presentation. Maybe one more. There we go. Um, you know, obviously this is the 580. And, uh, of course it's pre-COVID. But as you've been

reading in the media, including today's East Bay Times, you know, the traffic and the congestion are expected to return in the near future. And -- and perhaps even with a vengeance. Um, I think what's important to note about the congestion is that these are Bay Area workers, uh, struggling to get to work with real impacts on them as individuals, and also with their families. But this picture is also about the economy. And you'll note that the first two lanes of traffic on the right hand side of your picture are all freight movement. It's truck traffic. It's, uh, moving at a -- at a speed that's a crawl and much of it going into the, uh, Oakland Port. Next slide. On this slide, uh, which was provided by the Bay Area Council Economic Institute, you can see three primary, uh, commute sheds into the Bay Area. You note that the, uh, commute from the northern San Joaquin Valley is by far the largest. In fact, it's, uh, more than twice the volume of other commute sheds shown in the diagram. And the, uh, congestion is also growing at a higher rate. Um, an update to this slide's coming soon, and it'll show that the commute shed from the northern San Joaquin Valley is now approaching a hundred commuters a day. Next slide. Slide 11, uh, illustrates why the congestion on the 580 is so great.

You know, in short in times of prosperity, which are important to us all, uh, the Bay Area is generating a approximately eight jobs for every one housing unit constructed. And that equates to unsustainable housing costs for Bay Area workers. In fact, uh, housing prices for comparable homes are approximately three times higher in the Bay Area than in the northern San Joaquin Valley. And, of course, that's leading to an increase in commuters and congestion on the 580. Uh, in fact, uh, according to the Bay Area Council Economic Institute, traffic on the 580 will increase 75 percent before 2040. And the freight movement, which we saw in those right hand two lanes, according to Caltrans will increase 60 percent in that, uh, same time period. Next slide. As mentioned, uh, by Carolyn earlier in the presentation, AB 758 established the Tri-Valley-San Joaquin Valley Regional Rail Authority. The, uh, 15-member agency features, uh, a real effective balance of policymakers from both sides of the Altamont Corridor, uh, throughout the project area to plan and construct, uh, a passenger rail service that would connect the northern San Joaquin Valley with the BART system, including connections, uh, with ACE trains. And of course, you might recognize, uh Board -- the Board

Chair of the Valley Link Board in the pictures that you have on your screen. Uh, Scott Haggerty, uh, has been, uh, leading the organization as its chair since its creation. Next slide. Here's a great snapshot of, uh, the Valley Link passenger rail project. The first phase is from the Dublin-Pleasanton BART, uh, station to the planned ACE North Lathrop station. Uh, a second phase, which is the hashed lines, uh, features an extension of the train into Stockton. As noted on the map, Valley Link connects with BART at the Dublin-Pleasanton, uh, BART station and with the ACE trains at the Greenville station and also that planned ACE North Lathrop station. The first phase is, uh, 42 miles long, features seven stations. And for convenience you can break up the phase one into three different rights-of-way, uh, all of which are current transportation corridors and make for a cost-effective project. The first section as you're looking, uh, at the first phase, is from the Dublin-Pleasanton BART station to the Greenville station, which is just short of the Altamont Corridor. Uh, within this ele- -- 11-1/2 mile section, Valley Link travels at grade within the 580 median. The second section is the 12-1/2 mile Altamont Corridor. Uh, in this section, Valley Link operates on the former

Southern Pacific Railroad right-of-way, which interestingly, was part of the original Transcontinental Railroad, and is now owned by the County of Alameda. The third section is a 17-1/2 mile section, which goes from the Mountain House station to the planned ACE North Lathrop station. In this section, the train's traveling in the Union Pacific Railroad right-of-way. Uh, per the feasibility report, Valley Link carries between 26 and 28,000 daily riders, uh, in 2040, saving 33,000 tons of greenhouse gas emissions a year, uh, in 2040. Uh, next slide. Uh, this slide is from the state rail pr-- -- the state rail plan. Um, improving statewide connectivity with rail is a high priority of the state. And as you can see on the inset of the Bay Area that's on the slide, Valley Link closes critical transit gaps by connecting two designated state rail hubs, the Stockton Hub and the Tri-Valley Hub, located at the Dublin-Pleasanton BART station, and also provides an early connection to high-speed rail, uh, through the, uh, ACE rail network connecting with the Valley Link. Next slide. Here you can see the travel times between the seven Valley Link stations in phase one. Uh, these travel times were calculated as part of the feasibility report and are competitive with

commuter travel times, uh, currently in the 580, or should I say pre-COVID, but, uh, soon, uh, to be competitive. Um, of course is that, um, or of note is that we've been doing additional operations model -- modeling during the environmental work for Valley Link, and have bettered the travel times by 10 minutes, uh, in phase one by improving the location and the length of the passing lanes. Slide, uh, 16. Slide 16 shows the headways of Valley Link. And so in short, headways are the frequency of the trains as they arrive at stations. And you'll note in the Tri-Valley the trains would arrive, uh, or will arrive every 12 minutes in the peak and every 30 minutes in the off-peak. And, uh, that's BART-like service for residents in Livermore. And beyond Livermore the trains will arrive every 24 minutes in the peak and every 60 minutes in the off-peak. Next slide. Here's an illustration of the, uh, train technology that's been selected by the Valley Link Board. The multiple unit trains, which look similar to eBART, uh, can travel nearly a hundred miles per hour. And the Authority, uh, is working towards zero emission trains using electricity provided by catenary lines in the Altamont Corridor to power the train, and also to charge battery packs that would then power the train,

uh, in the Tri-Valley and in the northern San Joaquin Valley. Next slide. So partnering with, uh -- with the communities, uh, that are served by Valley Link is really important to the Board. Um, several of the seven stations in the phase one of the Valley Link offer excellent transit-oriented development opportunities. Um, Livermore is a great example with the Isabel neighborhood specific plan. U, nearly 4,000 homes are expected, uh, within a half-mile of that Isabel station. Um, another station in Livermore being considered in the EIR is the, uh, South Front station, which again could offer another 4,000, uh, homes within a half-mile of that station. And I think of note, these stations are in MTC's priority development areas. Um, likewise, the City of Tracy is also looking at transit-oriented development at their downtown Tracy station. Uh, the consulting team there working with the city is looking to have between, uh, 3,500 and 4,000 housing units, uh, planned within a half-mile of that station. And then similarly in River Islands, uh, the developer is working with the city to increase density around, uh, that River Islands station, uh, in a, uh -- in a, uh -- a range of 3,500 to 4,000 housing units. Uh, next slide. So speaking of, uh, TOD potential the, uh, Valley Link

Board adopted a transit-oriented development policy in December of 2019. And this policy requires station area plans, uh, include zoning, design standards, parking policies, and station access plans. Like MTC's TOD policy, the Valley Link plan holds this that stations, uh, station area plans must provide a corridor level threshold of 2,200 housing units within a half-mile radius of the stations. Next slide. Slide 20 is -- is all about stati- -- station access. In the many, uh, community outreach events that we've had with Valley Link, we've heard clearly that access to stations is really important. The Valley Link Board is working with local transit agencies to envision feeder bus service into the stations, as well as, uh, shared autonomous vehicle technology. And I think of note on this slide in the lower right is the LAVTA shared autonomous vehicle project in Dublin, uh, that Supervisor Haggerty has initiated, that is funded by the Bay Area Air Quality Management District and MTC. It just provides a really good example of the future of zero emission, uh, first last mile, uh, connections into rail stations. And, uh, of course, the Board's also, uh, planning for bike and ped access to the stations, as well as shared rides. Next slide. The Board gets excited when they talk about

sustainability. And, uh, their goal is to have a 100 percent self-sustainable project, um, with the zero emission trains that, uh, I shared a few slides back, uh, and with a -- a large solar farm that's currently being planned, uh, adjacent to the O&M facility. Uh, and also solar at individual stops. You know, the Agency is -- is well on its way to that goal. And I think with wind power supplementing the -- the solar power, uh, the Board will -- will get close to that goal, if not, uh, reach it. Next slide. With the, uh, couple of slides that I have left, uh, the first is, uh, a look at the project funding. Uh, the project cost in year of expenditure is two point four to three point two billion. Um, in current year dollars it's approximately one point eight-eight billion to two point five. Um, funding identified for the project thus far is 628 million, which you can see the largest by far is the availability of the 400 million in Measure BB. Um, also of note, you know, looking at funding, is that, uh, the Bay Area certainly has been working on FASTER, and we know that it has been moved, uh, likely 'til November of 2022. But I think it's also important to note that the San Joaquin County has also been aiming and planning and preparing for a transportation sales tax for that same

November of 2022. And so these sources, combined with the state and the federal funding sources, uh, will be used to complete the project and also provide the important O&M funding. Next slide. There's a lot going on with this slide. It -- it really it demonstrates the -- the, uh, project partners working with the Valley Link Board, the Regional Rail Authority on Valley Link. Um, you know, at the top is Alameda CTC. And, uh, it of course has been very interested in the 580 and the train going up the median, uh, and also in the, uh, relocation of the managed lanes. Uh, Caltrans, uh, has equally been, uh, a key partner and an approval agency for what's taking place in the 580. Um, and then MTC and San Joaquin COG, certainly they're partners in the funding and project delivery. I think it's important to note that to date, MTC has provided three funding allocations that have gone towards the feasibility report, the preliminary design, and the environmental work on the project. Uh, and total in-bridge toll funding to, uh, an amount of 13.7 million. And, of course, I -- I would certainly be remiss to not note that Alameda CTC is a very important funding partner on the Valley Link project as you consider the request before you today. Uh, there's certainly other

important partners. Uh, BART, which is offering design assistance with the connection at the Dublin-Pleasanton BART station. And I would also, uh, note that these partners play an important role on the Valley Link Executive Committee which meets monthly to review and offer guidance on the, uh, Valley Link project. Next slide. So my last slide today is the project schedule. And as noted the information in the presentation has come primarily through the feasibility report, which was completed and adopted by the Valley Link Board, and submitted, uh, to the state as required by AB 758. Um, the Valley Link EIR will be out for public comment in September of 2020, and is planned to be certified by the Valley Link Board by the end of 2020. NEPA and 30 percent design will be completed in 2021, which really sets up final design, uh, that will begin in either late 2021 or early 2022. And so we're working hard to begin testing of Valley Link trains in 2027, with a revenue service in late 2027 to early 2028. And so that completes, uh, my, uh, presentation on Valley Link. Uh, uh, and it's certainly been a pleasure to provide the presentation and I'm available for any questions.

Lengyel: Thank you Michael. This is Tess. I'll take the presentation from here. Vanessa, can you please go to

the next slide? So I wanted to share with the commissioners and on the committee the TEP amendment process. It has come before you today as part of the process that's laid out in the implementation guidelines in the 2014 transportation expenditure plan, which state that amendments to the expenditure plan require two-thirds support of the vote of the Alameda CTC commissioners at their full commission meeting. Um, there is a required comment period for all jurisdictions within the county to be given a minimum of 45 days to comment on any proposed plan amendment. Um, then if this item is approved and moves forward, this month staff will release that notification to the jurisdictions and will receive comments within the 45-day period and return to the Commission to report on the comments and recommend a final action after we have received those comments. Next slide, please. For any project that is included in the 2014 transportation expenditure plan, um, it would be, uh -- it would need to adhere to all of the implementing guidelines similar to all the other TEP, uh, projects that are in the expenditure plan. And there are 23 implementing guidelines in the plan and a few I'd like to call out here. Um, the implementation guidelines have strict project deadlines. And each

project that is included in the transportation expenditure plan has a period of seven years to receive the environmental clearance and a full funding, um, plan for the project. And I would like to note that per any amendments to the expenditure plan, the start date of that seven year period would begin once the Commission adopts the amendment. Um, fund recipients would have to enter into signed master funding agreements agreeing to Alameda CTC's requirements. And, uh, it -- which detailed the roles and responsibilities, um, for their participation as a recipient of Measure BB funds. And of course, no funds may be spent outside of Alameda County. Next slide, please. So the very, uh, specific request to initiate the amendment process is one, to acknowledge the Tri-Valley-San Joaquin Valley Regional Rail Authority as a new agency eligible for Measure BB funds. That is also a requirement as part of one of the implementation guidelines in the TEP. And that would be codified in a resolution which is in your packet in attachment B. The request from the Tri-Valley-San Joaquin Regional, uh, Rail Authority is to remove the BART to Livermore project and put a substitute rail project in the Tri-Valley for the Valley Link project. And that would be the

concomitant 400 million. The, um, technical amendments would be required throughout the TEP to codify the changes and reflect the changes, uh, of the amendment. And all of these changes from 2 through 4 listed on the slide can be seen in red line markups, uh, on attachment C. Next slide, please. The very specific language that is proposed as part of the, uh, amendment before you today started off with the language that, um, was in the expenditure plan for the BART to Livermore project. And there were just a few changes that were made to that language that had been previously approved by voters. The BART to Livermore language was removed and Valley Link was incorporated. Um, the additional change was that there would be a Valley Link rail extension, noting that it would be from the existing Dublin-Pleasanton BART station, uh, within the Tri-Valley and Altamont Pass in Alameda County. We removed the I-580 corridor from the previous language in the TEP. Um, clarifies, uh, that construction funds can be used for the first phase of the project in Alameda County, reaffirming that the funds are only eligible to be used in Alameda County, and that a full funding commitment have to -- have to be identified and approved for an initial operating segment that most effectively meets the adopted

project goals. And of course, the project would have to go through all of the environmental clearances and, um, be consistent with federal, state, and regional agency requirements that have jurisdiction outside of Alameda CTC for environmental and project development processes. So the recommendation, next slide, please, before you today is to approve this item to initiate a 45-day comment period by jurisdictions on the proposed amendment. As I noted we would then receive those comments and return to the Commission for final action. Um, this action would require two-thirds voter approval at the Commission meeting per the implementation guidelines. And you can see that there would -- on this flowchart we'd initiate the 45-day period. There would be a, excuse me, we'd initiate the comment period by jurisdictions. They would have 45 days. And then we'd come back to the Commission, uh, in early fall with a vote on the TEP amendment once you've had a chance to review the comments. And at that time that would require a two-thirds vote. So with that we'd be happy to answer any questions regarding this recommendation.

Ortiz: Tess, before we move, um, for comments, does the 45-day comment period starts as of this committee or as of the meeting on the 28th by the full Commission?

Lengyel: It starts by an action of the full Commission.

Ortiz: Okay. That's what I thought. Okay. Thank you. Um, I understand that we have a couple of public comments. So I ask for, uh, the liberty from the Commissioners to first listen to the public comments and then we will go into Commissioners comments.

Bauters: Thank you, Madam Chair and before we begin that portion of the, um -- the agenda item as a reminder to the public, um -- public comment is only being accepted, um, by written, um, in written format today. So if you ha- -- or a member of the public listening to this and wish to submit a public comment, Vanessa is going to, um, begin r- -- reading them, um, or summarizing those that are extensive in length. Uh, but you can also during this meeting submit a public comment by emailing her at V-L-E-E at AlamedaCTC.org. Um, so if, uh, you have a public comment or one comes up during this meeting go ahead and do that. And then Madam Chair what we would just ask is if we receive any new ones before we close the item or entertain a motion, that we just, uh, check back in in case anybody is writing theirs during this meeting. Um, but we see the Commissioner hands, um, raised to speak and we're gonna go to the public comments. So Vanessa, if you could just state who the public

comment is from and then if it's, um, an acceptable length to read, uh, go for it. If it's longer as we've discussed, please summarize.

Lee: Sure. So we've received several public comments. Um, the first public comment for this item was submitted by Tim Sbranti, um, on behalf of the Innovation Tri-Valley Leadership Group. I'm gonna summarize the comment. It reads as follows, "On behalf of the Innovation Tri-Valley Leadership Group I respectfully request for the PPLC to support the staff recommendation to amend the Measure BB transportation expenditure plan to replace the BART to Livermore project with the Valley Link project." The next comment that we have received is a multi-page letter I'm going to summarize. We received a letter from the Sierra Club SF Bay Chapter signed by Matt Williams, Dick Schneider, and Eric Parfrey raising questions about the Valley Link project and amendment, and requesting more time be taken to analyze the project. Specifically, it notes that we do not know the future of work post-pandemic and how it will affect transportation. It questions the financing of the Tri-Valley-San Joaquin Valley Regional Rail Authority and why it should be added as an eligible agency. It questions why it is proposed that BART to Livermore be

removed as a project, and whether there needs to be an amendment. And it asks where is San Joaquin Valley support. The next public comment we received, uh, is a multi-page letter I'm gonna read in summary from Dawn Argula on behalf of Livermore Valley Chamber of Commerce. "Livermore Valley Chamber of Commerce supports the above reference item advancing the efforts to close the gap in the I-580 corridor for an urgent, uh, urgently needed and long-awaited effective rail connection between Livermore and the Dublin-Pleasanton East BART station." The next item I'm gonna read in full is on behalf of Mayor David Haubert. "I urge the Committee to unanimously support the item. This item has the support of ACTC staff, as well as regional transportation agencies such as the Livermore Amador Valley Transportation Authority, or LAVTA, and all Tri-Valley cities. This item will provide much-needed rail service to Livermore and beyond into San Joaquin County. For these, and all the other reasons mentioned in the staff report, I urge the committee to support the item." The next comment I'm going to, um, summarize, it's a multi-page letter from Kelly Ellen Marshall on behalf of Building and Construction Trade Council of Alameda County. The Alameda County Building and Construction Trade Council

supports the staff recommendation for the following listed reasons which are listed in the letter. The next item I'm going to summarize, it is a letter from the City of Livermore. In summary, um, I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority request to initiate an amendment to the 2014 Measure BB transportation expenditure plan. The next public comment is on behalf of Commissioner John Marchand. I'm going to summarize a comment. It reads as follows. Thank you for this opportunity to speak in favor of item 5.1 to approve the Tri-Valley-San Joaquin Valley Regional Rail Authority request for a 2014 Measure BB transportation expenditure plan amendment. When I first was appointed to the Commission, and we were talking about Measure BB, there was a lot of discussion around geographic equity and a rail connection from Livermore to the rest of the Bay Area. I urge the Committee to vote in favor of the staff recommendation and move it to the full Commission. Our final letter -- our final comment was received by Dave Campbell, um, on behalf of Bike East Bay. The letter -- the comment reads, "We support transit and possibly the project too, but have questions and concerns around." Um, and there are three questions

raised, uh, in the comment. One of them is the lack of public outreach in Livermore. The second question is our headway is off-peak, um, for public transit. And the last request is to hear more information about the financial crisis and how this project is affected. That is the end of all of the comments I've received.

Ortiz: Thank you, Vanessa. Then --

Bauters: Thank you, Madam -- Madam Chair before you move on I just wanna --

Ortiz: Yes.

Bauters: -- make a note for all committee members that Vanessa and Angie have emailed all the written comments in their full form to you. So, um, she has done her best to summarize. Some of those are multi-page letters. And if you'd like to review those comments in detail they've been made available to all of you. Thank you, Madam Chair.

Ortiz: Thank you.

Bauters: And, um, the first t- -- the first two hands you have up for discussion are Chair Cutter and Commissioner Pilch.

Ortiz: Okay. Uh, Chair Cutter.

Cutter: Hi. Thank you for taking my comments. I actually wanted to thank you because this is the most complete, uh, report I've ever seen of Valley Links. And I'm

trying to understand it more fully. Um, I appreciate this presentation today. Um, I do know that we are only talking about starting a comment period here. We're not, um, you know, committing funds or anything like that. But at the next meeting, um, however, I just wanna get clear on a few technical issues. And, um, so I might clear on the right of way from Alameda County part will be through the middle of the freeway or the, you know, where we currently have all the signage and so forth for our, um, lanes?

Lengyel: Madam Chair, I'd like to ask Michael Tree to respond to the very project specific, uh, (inaudible - 02:36:06).

Cutter: Thank you. And these are project specific.

Lengyel: Michael Tree.

Tree: I- -- great question. The answer is yes. Uh, the train is in the median, uh, in the 580 until Greenville Station.

Cutter: Okay. Um, and so I'm just wondering if, you know, certainly we have further work doing -- that we're doing in that median. We've set it all up and -- and it's a shame to see that work go by the wayside. I understand this is something for the greater good, um, as being proposed. But I just wanna make sure that if we are going to something like that that we're

cognizant about putting more money into that corridor. Um, the other is, um -- is this a way to connect to high-speed rail? Um, you know, I know that ACE had a plan that they were gonna go to Madera and try to, um, connect and then bring that into the Bay Area. I'm wondering if this does the same.

Tree: So ACE has plans to travel to Merced where it would, uh, connect with high-speed rail. And as it came back north from Merced it would stop at the planned ACE North Lathrop Station. And that is a connection point between ACE and Valley Link. So that would be an early connection to high-speed rail.

Cutter: Okay that's what I wanted to know. Um, I also wanna know, um, and this probably isn't your, um, question to answer because it involves BART. But, um, with this multitude of trains coming in if we're going to have all this traffic, um, they're gonna come in from the Valley, um, and go over. And I imagine this goes through the Bay Fair BART, um, system. And I'm wondering with the planning that they're doing currently to enhance that -- the rail system there, if this can accommodate this change, or if it's something that BART will have to then find more money for to make sure that they have the accommodation of these extra trains that need to come in and come through

that station. I -- that's kind of a question I don't know if anyone can answer it because we don't have technical advice from BART here. Um --

Lengyel: Michael, would you like to address your coordination with BART as part of this project?

Tree: Yeah. Um, we've been close with -- with BART. Obviously they're on the executive committee and -- and we've worked with them on design and also on impact. And, um, according to BART and, uh, the Valley Link ridership numbers, there's, uh, no impact which would require BART to add cars into the BART system, uh, until you get to the 2040 ridership, uh, numbers. So it operates for about a decade without a need for additional, uh, BART cars. Uh, at that point with the ridership, uh, some additional cars are needed. And, uh, so we have begun some initial discussions in the executive committee about that. Uh, we've also talked about, uh, you know, offline with BART. We've talked a lot about the Bay Fair connector and how that's an important piece of infrastructure funded, uh, by, uh, Measure BB which would allow, uh, riders, uh, traveling on Valley Link who continue on to BART to then travel to the South Bay or to -- into Oakland and San Francisco. So we've had lots of discussions. That kind of sums up, uh, at

least the thought process thus far.

Cutter: Okay, thank you. I'm the mayor of San Leandro. That's why I have a little bit of more interest probably in that one area. Um, yeah. I -- I am just -- I, um, basically think this is a -- a project that will help solve some of the problems. I'm curious that you are -- it won't affect us until 2040, because I thought the kind of ridership you were talking about and the expense of this, um, project, bringing a lot of riders to, um, BART and so forth, uh, would be -- we'd see changes needed before that. But, um, so I -- I'm gonna be anxious to see what those figures are projected to be, um, kind of a more concise report about that. And then my last question is, um, and -- and I -- excuse me for not knowing all the details, uh, of BART to Livermore and why it was never completed. Um, there are rumors, uh, abundant. But, um, I was assuming that it was because some of the stations weren't going to be available or, um, there may be with some local issues with where the stations were or so forth. And -- and I don't know that that's true, but I'm, um, wondering how you guaranteed that you're gonna be able to have the stations you say you are to help, you know, unload riders and so forth so they don't have to go all the way up to, um, Dublin

before they can take a bus or something back down into Livermore.

Lengyel: Michael, can you please also address the work you're doing on, um, the evaluation of the stations?

Tree: Yeah. So, um, Livermore has in -- in the EIR, uh, being studied at the project level the Isabel station, uh, which was noted in the presentation. Also an emerging station, uh, is being looked at at the project level which is in a MTC PDA area which is the, uh, South Front station. Um, and then we have the Greenville station being analyzed in the EIR. Um, you know, Livermore has been really engaged in the process thus far. In fact, they have $40 million of impact fee that is being collected to develop these stations. And, uh, there -- there's just been a solid commitment by the board to, uh, provide BART-like service to Livermore.

Cutter: Okay. Okay, great. 'Cause that -- that would be a concern. You know, I -- I can't lie that I was disappointed that BART didn't go to Livermore. And so, um, with whatever we do I think that's got to be a major, um, thing, because not only do people wanna come in from the Valley to the Bay Area but, uh, people from over the hill as I call it want to get back over and do some, you know, shopping or whatever

they wanna do on the Valley side. So it is a two-way street.

Tree: Yep.

Cutter: And again I thank you for a complete, uh, presentation. Thank you.

Bauters: Next is Commissioner Pilch.

Pilch: Uh, thank you. I've unmuted myself. Um, uh, so two questions and then I have some comments. Uh, one question is, um, uh, and I think the -- it sounded like the station, um, placement is still being analyzed to some degree. But I'm wondering how close the train would come to downtown Livermore. And second question, um, I have is, uh, and I can -- I can never keep track of where Plan Bay Area is and in their process. But, uh, has Plan Bay Area and/or MTC ABAG, um, weighed in -- in on this? Uh, if you can answer those two questions and -- and then I have some comments after that.

Lengyel: Michael, would you like to answer those questions?

Tree: Um, yes. Um, so the station placement, um, in the Tri-Valley will be in the 580 median. That's where, uh, the stations being considered in the EIR are being studied. Um, in regard to Plan Bay Area 2050, uh, MTC being on the executive committee and also being fully engaged in, uh -- in the Plan Bay Area 2050 has

provided initial ranking or scoring of projects. And in this project in particular, the Valley Link project scored, uh, very favorably for the Plan Bay Area 2050 plan.

Pilch: Okay. Thank you. Um, so I know this is early in the process but just quickly some comments. Um, I think it's -- I think it can be problematic when, uh, stations are not placed where there's already, uh, some density, uh, to create new areas, uh, I think out of, uh, what's perhaps open space is, you know, removal of the open space is one problem. And then, uh, pr- -- potential disruption of places like downtown Livermore that might -- might, uh -- might suffer from, uh, having another community come up close by. But I don't wanna speak too much to Livermore. I really don't know the area very well. But I support good rail, uh -- rail that, you know, a good rail system in the Tri-Valley and -- and the, uh, Central Valley, um, and good connections to BART there. Um, I note a couple of things that bother me. I'm a little neutral right now and on the vote for this. A couple things that bother me is that a new agency has been created. I think a new agency had to be created in this case. But that proliferates the number of transit agencies we have in the Bay Area.

And I think the number of tranget -- transit agencies is -- is problematic. They -- we should have fewer, not more. Um, but like I said there's probably nothing to be done in this case. Um, we spoke about Plan Bay Area. They gave it a higher ranking. That's good. Um, this, you know, this -- this goes to, uh, land use planning. Land use planning is very much wrapped up in -- in a project like this. So, um, where the presentation, um, emphasized that, uh, commuters -- this would be bringing commuters into the Bay Area 'cause the Bay Area is producing jobs but not producing the housing, um, that -- that rankles me a bit. Because while that might be true, I'm not sure that we want to be, uh, at least saying that what we wanna do is make sure that people can come longer distance in -- into the Bay Area on a commute. Uh, I'd rather see us also tackle that land use problem in the Bay Area. Uh, and, you know, and of course it's difficult to do so. Many of us are trying still to do that. But, um, to have the main, uh, focus of this -- this is what I heard from the presentation anyway. To have the main focus of this being bringing in commuters from farther out seems to me to be the wrong focus. If it's -- if it's -- if it's connections within, uh, connections to BART and the Bay and the

Inner Bay Area and connections within, uh, the Tri-Valley and Central Valley, I think that's great. I think we, you know, we need to build rail. I think we've lost a lot of rail unfortunately. And now we're paying the price with having -- having the construction of it be so expensive. Um, but those are some of the concerns th- -- that I have, uh, about this project. And -- and I'll leave it there. Thank you.

Bauters: Thank you. The next, uh, speaker is Commissioner Halliday.

Halliday: Can you hear me? Hello?

Ortiz: Yes.

Bauters: Yes, we can.

Ortiz: Yes.

Halliday: Okay. Thank you. Um, you know, I -- I did receive the letter from the Sierra Club ahead of time. I haven't really had a chance to look at the others that have just been sent. Um, I f- -- I guess my first question is what, um -- what if, uh, you know, what if we don't do this now? I mean $400 million sits in a fund for BART to Livermore that isn't going to happen, right? Um, so what is the impact of -- of not doing this, as --

Lengyel: Commissioner, this is Tess Lengyel. I'll, uh, aim to

answer that. There are a couple things. Um, in, uh -- - in 2018 when the BART Board acted they acted not only on not approving, uh, BART to Livermore but none of the other alternatives that were analyzed in that environmental impact report. Um, AB 758 did create the Tri-Valley-San Joaquin Valley Regional Rail Authority, and specifically included its ability to move forward with a project if BART was not able to move forward. So, uh, voters did, uh, approve a rail connection, a rail service in the Tri-Valley. And what the 400 million can do, uh, if it's approved, if the project is approved by the Commission and the 400 million is approved for construction, it serves as a leveraging opportunity for the project. As Michael Tree noted, the project has, um, over 600 million at this point in, uh, potential funds, particularly if the Commission acts ultimately on an amendment with the 400 million. But the project still needs additional funding. By way of the Commission acting now, the Tri-Valley-San Joaquin Valley Regional Rail Authority can, with assurity, talk with state and federal funders and other regional funders such as MTC, uh, to try to leverage those funds. And that's a obviously a very important aspect of trying to attract external funds to move a project such as this forward.

Halliday: And what, um -- what is the commitment from San Joaquin County? I -- I heard, um, I have to apologize. My, some, for some reason my, um -- my device conked out somewhere through the presentation. And, um, so there were things I might not have heard. But what, um, I -- I did hear that there is a plan probably for a sales tax measure in San Joaquin County in tw- -- November 2022. Um, what other commitment from a funding from San Joaquin County has there been?

Lengyel: Michael, do you wanna address that and I might follow up as well?

Tree: Uh, yeah. So you're correct, Commissioner. The, uh -- the San Joaquin Council of Governments is currently looking seriously at a transportation sales tax which would be in November of 2020. That would provide needed capital --

Halliday: Of 2020? I'm sorry.

Tree: Or 2022, I'm sorry.

Halliday: Okay. Okay.

Tree: Sorry about that. That'll provide, you know, needed capital, but also O&M dollars to operate the Valley Link in San Joaquin County. Um, they've also have been working on their congested corridor, uh, planning so that, uh, Valley Link can apply for congested corridor funds through CTC, and also for TIRCP funds,

uh, through CalSTA. So there's state funding at stake which, uh, San Joaquin is supportive of. And then, uh, finally, uh, you'll see an action member agencies themselves are supporting the Valley Link project. You'll see an action in the near future where the City Council in Tracy for example will be, uh, considering, uh, the donation of about $40 million in property towards the Valley Link project, uh, potentially for the site of the O&M facility. So that kind of a --

Lengyel: And Commissioner --

Tree: -- give you an idea.

Lengyel: -- Commissioner Halliday and Michael if I might just add in a few other items. Um, and this is in speaking with the, um, Executive Director Andy Chesley at the San Joaquin, uh, Council of Governments. Um, they did, their board did act earlier on for about 300,000 to help with, uh, planning work for the project. They had been a funder -- a big funder for ACEforward work, which was the ACE rail was looking at trying to expand its services coming over the Altamont and, uh, in through Alameda County and down to Santa Clara County. And they spent, uh, many millions on that ACEforward, uh, environmental document. And many of those technical studies have been able to be used by, uh, Valley Link. And then I did wanna note that they took

an action just in April for a regional transportation plan amendment, um, that incorporated 163.9 million, uh, in their long range, uh, countywide transportation plan. So those are just a couple of other items, uh, that Andy Chesley shared with me.

Halliday: Okay, thank you. And then the final thing that I picked up from the, um -- the Sierra Club letter, um, uh, is that this seems to be, to them, to be contrary to the intent of SB 375 in the Bay Area sustainability -- sustainable community strategy. I think, um, uh, Mayor Pilch was perhaps, um, alluding to the same thing. Uh, but, you know, I'm wondering what studies would that would probably of ridership would include ridership from say San Joaquin County into places in Alameda County that have job centers, not -- not necessarily going all the way. Everybody wouldn't be going all the way through I would assume to, you know, San Francisco or, you know, beyond Oakland. Um, but I just, uh, you know, I -- do you have any comments on the, you know, whether this violates the intent of three se- -- SB 375?

Lengyel: Michael, do you wanna take a shot at that?

Tree: Yeah. Um, you know, I think the primary focus of SB 375 is the reduction of greenhouse gas emissions. Uh, you know, you saw on the slide the 33,000, uh, tons of

greenhouse gas emission, uh, savings with the Valley link project. Additionally, you saw the adopted TOD policy with Valley Link supporting transit-oriented development, which will further reduce automobile traffic, um, at that end of the commute, cutting the GHG even more. So, you know, I see Valley Link, uh, as supportive of SB 375. It meets its main goals. And, uh, it's a helpmate for, uh, you know, it's a tool in the toolbox for the nine-county Bay Area, uh, in providing, uh, a connection between the jobs and housing.

Lengyel: And Commissioner Halliday this is Tess Lengyel. I would just note that, um, Valley Link is intended to be an inter-regional rail service. And Alameda CTC currently funds an inter-regional rail service of ACE, and has been --

Halliday: Mm-hmm.

Lengyel: -- also working on other inter-regional rail services such as the Capitol Corridor project as well.

Halliday: Yes. Okay, thank you. I didn't -- I'm just raising these questions because they were raised in the -- in the Sierra Club letter. And, you know, we're operating in a way that people can't really fully par-- -- you know, participate by, you know, testifying. So I just wanted to bring those up. I'm -- I'm -- and

I'll say I'm a member of the Sierra Club, although not active and wa- -- wasn't involved in -- in analyzing this project. And I -- I am in general very supportive of rail projects. So, and at this point we are just moving the funds from an area where they are not gonna be, um, you know, there -- th- -- that project is not going to go forward to one that has possibility. And -- and this is just the start as you've pointed out of, you know, looking at it in more detail and allowing more, you know, more comments. So, um -- so anyway, I -- I just wanted to make that clear. But I just did wanna bring those points up. Thank you.

Bauters: Okay, next is Commissioner Kaplan.

Kaplan: Hello there. Um, good afternoon. Thank you very much for this. Um, I had a question about what level of specificity for this project, uh, would be in the amendment that goes out at this time? Like, I think there's a lot of things that we are starting to discuss and that will need to be discussed that are legitimate questions about, you know, how much TOD will be at each of the stations, and how the operating funding will work to ensure that it doesn't undermine, um, the central core functioning and things like that. Um, what level of detail on that goes forward at this

time and versus what level of detail would then come back prior to the next round of approvals? And -- and how does that work procedurally?

Lengyel: Thank you, Commissioner Kaplan. Um, if I could ask Vanessa to please go back to slide 28, just one slide back. Um, this is actually the language that is proposed. And this is the level of specificity that is proposed in the transportation expenditure plan amendment. This is very similar to the level of detail of the, uh, BART to Livermore project that was in the 2014 TEP. Um, and as I said before, uh, BART to Livermore has been removed from this. But a large majority of the text you see here is what was initially approved by voters. So it is expected that because the project is in the environmental phase, um, and we don't know the full outcome of the, uh, environmental analyses yet they're certain -- they're in process right now, this would be the level of, uh, description that would be incorporated into the transportation expenditure plan if approved by the Commission. Very similar to the other level of detail in the transportation expenditure plan that was approved by voters.

Kaplan: And so the discussions about some of the specific questions and specifically, um, what level of TOD will

accompany the stations and the question about how operations funding will be handled, at what point in this sort of phase of actions would we be considering those type of questions?

Lengyel: Um, as has been described here, the, uh -- the Valley Link Board has adopted its policies for transit-oriented development, as well as sustainability. They are in the early project, uh, phases which is the environmental phase right now. And the environmental document has not been finalized nor circulated. So, uh, we could certainly, in coming back to the Commission later at the end of this month, we can try to address some of the questions that have been raised through public comment. And then we would, uh, if this is approved by the Commission at the end of the month, any other additional public comment that is received, we would aim to try to answer that as we come back with a final recommendation, uh, in the early fall for an actual plan amendment. This is just the starting process for the 45-day review period.

Kaplan: Absolutely. Yeah, no, it's okay with me if those answers aren't all at this phase, just the assurance that we then will have them at the later stage just so we know, um, you know, when to be prepared to dig into those details. Uh, that's fine. Uh, thank you very

much for this. Uh, thank you, Chair.

Bauters: Madam Chair, there are no other members with their hands, uh, raised at this time.

Ortiz: I -- thank you. I would like to --

Bauters: And so your turn to speak. Yep.

Ortiz: Thank you very much. Um, I'm gonna vote to move this issue to the full Commission where the discussion should take place. But I'm also making a request. I'm appointed, chosen by my fellow board members to represent AC Transit on this Commission. They have generally trusted me with votes on issues, um, that have come before me. But I think this is a time where my fellow board members would like to participate, um, in the discussion and make decisions regarding this amendment. So what I'm asking is for ACTC staff and Ms. -- and Mr. Tree to come before the AC Transit board meeting on Wednesday, May 27, and make a presentation so that my fellow board members can listen to it and comment, and then give me direction.

Lengyel: Uh, Chair -- Chair Ortiz, this is, uh, Tess Lengyel. And I'd be happy to come and present to the, uh, AC Transit board.

Ortiz: Thank you very much. And I hope Mr. Tree also will appear.

Tree: I'd be happy to.

Ortiz: Thank you.

Bauters: Chair Ortiz, Commissioner Haggerty has his hand raised.

Ortiz: Okay.

Bauters: Commissioner Haggerty, you can speak.

Haggerty: Uh, thank you. Um, just a -- a few questions. First of all, thank you to everybody and the questions they've been asking. Uh, some things that I think I might be able to weigh in, although I'm quite sure Commissioner Marchand would do a much better job than me. But I do wanna let people know that the Isabe --l first of all MTC is actually revisiting Resolution 3434 that talks about the, um -- the, uh, housing within a half-mile of various modes of transportation. And that action was just taken at the Commission meeting the other day. Uh, but however, Livermore has been planning the Isabel station area planning area for quite some time. This predates back to BART. And so, um, this is also, I believe, uh, a, uh, an area that Livermore has said they want to have housing. Um, also, um, the San Joaquin -- I don't think Michael talked about this. But San Joaquin has also, um, uh, said that they, and they did adopt, uh, MTC -- a similar resolution with as many housing per, um, half-mile of the station, that they too will build s- --

um, believe for this one it's like 28 housing units -- 2,800 housing units, um, within a half-mile of a station. I would like to remind everybody that there's 400 million that is being said that we're having discussions about today, when we -- when we crafted Measure BB, we all went back to our various planning agencies and said, "Here's your allotment of money. Figure out how you wanna spend it and then let us know." And for the Tri-Valley, if I remember right, they came back with two projects. One was to complete the, um, Iron Horse Trail, um, under 580, I believe. And then the other one was this 400 million for BART, uh, Livermore. So that was the planning area's decision on how they wanted to spend their money. And -- and I just think that's -- that's worth noting that, you know, all the other planning areas picked where they wanted to put their money. But, um, this is where, um, this planning area did. You know, I -- I think this is a great project. Um, it's going to move people. We're in an area of poor air quality. And when you look at almost 93,000 people coming over the Altamont daily, most of them single occupancy vehicles, if we can put them in a train that runs every 15 minutes or every 25 minutes, um, and get them out of their cars, we do a lot for air quality, which

is what speaks to SB 375. And we could also do a lot for the public health of the Tri-Valley and the congestion. And I would remind you all that this affects all of this, because this is the way out for the Port of Oakland to get the containers that come in on the ships. And with con- -- with container ship, um, traffic expected to increase three times by, I believe it's 2030, if we don't get these cars off the roads, we're gonna have total gridlock and we won't be able to get the freight out of the -- out of the Port of Oakland to get out to Highway 5 and beyond to destinations beyond. So, you know, I think this is an exciting project. I think that, uh, it's certainly, um, far less than the, um -- the BART project would have been. It's probably about the same cost as the BART project, although instead of like a five mile extension, this is, uh, I think a 27 mile extension. So, uh, it's a bigger bang for the buck. And -- and to Director Pilch, I think he was the one that, uh, mentioned that forming another transit agency is a problem. I could not agree with you more. Um, I, at MTC am constantly calling for a way in which we can reduce, um, transit agencies. I think it's the biggest problem, which I think is why, um, hot lanes in the region should be merging instead of all these

different, um, hot lanes being propped up by various, um, entities. And next thing you know we're gonna have 27 -- 22nd -- 26 different hot lane, um, and, uh, managing partners in the Bay Area. But having said that, there is nothing said in, uh, that BART or ACE or somebody else won't actually be the operator of this project. So it's not that there's a new transit agency. We could very well fold if -- if once we get this project done and BART says look, I'd like to operate that or ACE says they wanna operate that. So that could happen. And, um, quite frankly that's what I hope happens. And I -- I wanna speak to the cooperation of BART. Um, Michael Tree could probably help me out a little bit better 'cause I don't remember his name offhand. But we have a gentleman that is in our office on contract from BART that is helping us get this project done, that is efficient and well-versed in getting projects done for BART. So we are collaborating with them on a daily basis. And, um, you know, I think -- I appreciate all your support on this item. And I won't belabor the discussions.

Bauters: Okay, thank you. There are no other, uh, members at this time seeking to speak, Madam Chair.

Ortiz: Okay. So, I think, um --

Bauters: Actually, um, Madam Chair, uh, Commissioner Arreguin's

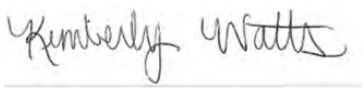
hand just went up.
Ortiz: Okay. Go ahead.
Arreguin: Thank you. Um, is there a motion on the floor?
Bauters: There's not.
Ortiz: Not yet.
Haggerty: No, I'd like to make one though.
Arreguin: So, Scott, if you make the motion I'm happy to second it.
Haggerty: I -- I will make the motion that we move staff recommendation.
Arreguin: Second.
Ortiz: Okay. Roll call.
Arreguin: Th- -- thank you.
Bauters: Vanessa, you can call the roll.
Lee: Commissioner Ortiz?
Ortiz: Yes.
Lee: Commissioner Halliday?
Halliday: Yes.
Lee: Commissioner Arreguin?
Arreguin: Yes.
Lee: Commissioner Carson?
Carson: Yes.
Lee: Commissioner Ezzy Ashcraft?
Ezzy Ashcraft: Yes.
Lee: Commissioner Haggerty?

Haggerty: Yes.
Lee: Commissioner Kaplan?
Kaplan: Yes.
Lee: Commissioner Pilch?
Pilch: Yes.
Lee: Commissioner Valle? It looks like we lost Commissioner Valle on the call.
Bauters: I think he's left the meeting. Yes.
Lee: Um, Vice Chair Bauters?
Bauters: Aye.
Lee: Commission Chair Cutter?
Cutter: Aye.
Lee: The motion passes.
(End at 03:08:30)

TRANSCRIBER'S CERTIFICATE

I, Kimberly Watts, do hereby certify that I have listened to the recording of the foregoing; further that the foregoing transcript, Pages 1 through 49, was reduced to typewritten form from a digital recording of the proceedings held May 11, 2020, in this matter; and that the foregoing is an accurate record of the proceedings as above transcribed in this matter on the date set forth.

DATED this 6th day of June, 2026.



Kimberly Watts

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ALAMEDA County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

Alameda CTC Commission Agenda
Thursday, May 28, 2020 2:00 p.m.

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at vlee@alamedactc.org by 5:00 p.m. the day before the scheduled meeting. Submitted comments will be read aloud to the Commission and those listening telephonically or electronically; if the comments are more than three minutes in length the comments will be summarized. Members of the public may also make comments during the meeting by using Zoom's "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can use "Star (*) 9" to raise/ lower your hand. Comments will generally be limited to three minutes in length.

Chair:	Pauline Russo Cutter, Mayor City of San Leandro	Executive Director:	Tess Lengyel
Vice Chair:	John Bauters, Councilmember City of Emeryville	Clerk of the Commission:	Vanessa Lee

Location Information:

Virtual Meeting Information:
https://zoom.us/j/95147851924?pwd=RW8rcmN5VWMvR2pJaHdwaGtMdmZydz09
Webinar ID: 951 4785 1924
Password: 188340

For Public Access Dial-in Information:
1 (669) 900 6833
Webinar ID: 951 4785 1924
Password: 188340

To request accommodation or assistance to participate in this meeting, please contact Vanessa Lee, the Clerk of the Commission, at least 48 hours prior to the meeting date at: vlee@alamedactc.org

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

5. Executive Director Report

6. Consent Calendar

Page/Action

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

6.1.	Approve April 23, 2020 Commission Meeting Minutes	1	A
6.2.	FY2019-20 Third Quarter Report of Claims Acted Upon Under the Government Claims Act	5	I
6.3.	Receive 2019 Alameda CTC Annual Report	7	I
6.4.	Approve Alameda CTC Investment Policy	9	A
6.5.	Approve Alameda CTC FY2019-20 Third Quarter Consolidated Financial Report	23	A
6.6.	Approve Alameda CTC FY2019-20 Third Quarter Investment Report	29	A
6.7.	Approve an amendment to the Alameda CTC Administrative Code in order to create the Multi-Modal Committee and clarify other management and administrative items of the Commission	47	A
6.8.	Approve 2020 Comprehensive Investment Plan Update	69	A
6.9.	Approve actions necessary to facilitate project advancement into the construction phase for I-80 Gilman Interchange Improvements Project	93	A
6.10.	Approve Amendment No. 3 to Agreement 15R390000 with the California Highway Patrol for I-580 Express Lanes Enforcement Services	99	A
6.11.	Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments	103	I
6.12.	2020 Countywide Transportation Plan: Community-Based Transportation Plan Update	105	I

7. Finance and Administration Committee

The Finance and Administration Committee approved the following action items, unless otherwise noted in the recommendations.

7.1.	Approve the Alameda CTC FY2020-21 Proposed Budget	119	A

8. Planning, Policy and Legislation Committee

The Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.

8.1.	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment	127	A
8.2.	Federal, state, regional, and local legislative activities update	169	A/I

9. Commission Member Reports

10. Adjournment

Next Meeting: June 25, 2020

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda, submit an email to the clerk or use the Raise Hand feature or if you are calling by telephone press *9 prior to or during the Public Comment section of the agenda. Generally public comments will be limited to 3 minutes.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the website calendar.

Memorandum

8.1

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

DATE:	May 21, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Recommendation

It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request (Attachment A) for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and 4) make associated technical amendments. Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. This is an action item and requires 2/3 approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Summary

The 2014 Measure BB TEP included $400 million for BART to Livermore. Since that time, a significant number of developments have occurred on the project and in the project area, as detailed in the Project Background section of this memo. The TVSJVRRA was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

In 2017, BART released the Draft Environmental Impact Report for BART to Livermore. In May 2018 the BART Board voted to certify the Final EIR. The Board also passed a motion directing the General Manager to not advance an alternative, effectively passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The TVSJRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the $400 million from the BART to Livermore TEP project to Valley Link. The TEP amendment process, as detailed later in this memo, requires a 45-day comment period by jurisdictions in Alameda County. This recommended action would authorize the initiation of the 45-day comment period. Staff will then return to PPLC and the Commission after the completion of the comment period for final action on the proposed TEP amendment. Once a final amendment is recommended to the Commission after the comment period, a 2/3 vote by the Commission is needed per the TEP Implementing Guidelines.

The proposed amendment includes the following elements, which are documented in Attachments B and C:

1) Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds (Attachment B, Plan Amendment Resolution).
2) Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.
3) Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.
4) Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above (as shown in Attachment C, TEP Redline Markups).

Project Background

A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years, there have been efforts by many residents, local elected officials, and other stakeholders to extend the BART alignment to Livermore, including planning, funding and project development efforts.

Regional and State Rail Planning

In 2007, the San Francisco Bay Area Regional Rail Plan developed by the Metropolitan Transportation Commission (MTC) identified the BART to Livermore extension as an important inter-regional rail connection. The Regional Rail Plan envisioned that BART should connect to the ACE train service in Livermore in order to provide a reliable and fast transit option for the growing congestion over the Altamont Pass and along the I-580 corridor. The importance of rail service between the Tri-Valley and San Joaquin Valley was reiterated in the 2018 California State Rail Plan, which calls for a Tri-Valley rail hub and increased rail frequencies and connectivity over the Altamont Corridor.

BART to Livermore Project

By the 1980s, the extension of BART further east in the Tri-Valley was already under serious consideration. In the mid-1980s, BART purchased a potential site for a future station near the Isabel Avenue and Interstate 580 interchange and a site in the vicinity of Greenville Road and Interstate 580 for purposes of preserving land for a potential station and yard/maintenance facility. In 1997, the Dublin/Pleasanton line was opened, with a West Dublin station added in 2011.

Numerous local and regional transportation measures have included support for BART to Livermore, starting with the 1986 Alameda County Measure B, which included $170 million for a "Rail extension to Dublin Canyon". The 2000 TEP included funding of $8.7 million for "I-580 Corridor/BART to Livermore Studies". Measure BB included $400 million in the 2014 TEP for "BART to Livermore". The project also received Regional Measure 1 bridge toll funding to advance planning and environmental work. In June 2018, Bay Area voters approved Regional Measure 3, which includes $100 million for "Tri-Valley Transit Access Improvements."

In 2010, after two years of analysis, BART completed a Program Environmental Impact Report (EIR) that evaluated the feasibility of five potential station sites and 10 different alignments for the BART to Livermore extension. In 2012, the BART Board of Directors directed its staff to advance the conceptual engineering and environmental review of a one-station extension to Isabel Avenue (Proposed Project), as well as to coordinate with the City of Livermore on the land use planning around the future station site.

In 2014, Alameda County voters approved Measure BB to fund the 2014 TEP, which includes $400 million in dedicated funding for the BART to Livermore extension. Measure BB commits funds to support construction of the extension of BART in the I-580 corridor using the most effective and efficient technology.

On July 31, 2017, BART released the Draft Project EIR evaluating the Proposed Project and alternatives. In May 2018, BART released the Final Project EIR. The BART Board certified the Final Project EIR on May 24, 2018 and directed staff to not advance a specific project.

As major transportation project planning and analysis was underway, cities also advanced land use planning around future rail service. The City of Livermore prepared the Isabel Neighborhood Plan and program-level EIR for development around a new station. The Livermore City Council adopted the Isabel Neighborhood Plan and certified the EIR for the Plan in May 2018.

ACEforward Program

The San Joaquin Regional Rail Commission (SJRRC) ACEforward program outlined a vision for a phased rail infrastructure and service improvement plan to increase frequency, increase service reliability, and enhance passenger facilities along the existing ACE service corridor from San Jose to Stockton, and to extend ACE service to Modesto and Merced. The (SJRRC) released a Draft EIR in May of 2017 that was later rescinded; however, the technical

documents developed by the SJRRC for the ACEforward Draft EIR were made available to the TVSJVRRA for advancement of the Valley Link Project Feasibility Report and Draft EIR.

Creation of TVSJVRRA

In 2017 Assemblymembers Catharine Baker and Susan Eggman authored AB 758, which created the TVSJVRRA. The TVSJVRRA is led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal established for the TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system that reflects regional consensus and meet the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with a feasibility report.

AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance the project per AB 758. The TVSJVRRA adopted several goals and policies to guide the development of the project.

A key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

TVSJVRRA Adopted Project Goals:

The following goals were adopted by the TVSJVRRA to address identified regional and economic and transportation challenges:

- Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs.
- Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction, and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link Project Development Policies

The TVSJVRRA adopted several policies to guide the development framework of the project, including the following sustainability and transit-oriented development policies:

- Sustainability Policy: Identifies implementing strategies to achieve a zero emissions system. The adopted Sustainability Policy includes a commitment to encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households. It further directs maximizing benefits to these communities and households in the project planning and design of Valley Link. Four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities.
- Transit Oriented Development (TOD) Policy: Support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:
    - Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
    - Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently submitted by the City of Livermore to MTC/ABAG as a new PDA.

Valley Link Project Description

Valley Link is a proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail services between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

Attachment D includes a summary fact sheet and diagram of the proposed project.

The project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021 respectively.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (per a 2014 TEP amendment), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

Other Agency Actions

Given the project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, the San Joaquin Council of Governments (SJCOG), SJRRC, BART, Alameda CTC and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project:

- MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Resolution Number 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.
- SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.
- BART: BART has committed staff to directly lead the early development of the project due to its expertise in developing and delivering similar projects, such as the e-BART extension to Antioch.
- Alameda CTC, the SJRRC and Caltrans have provided technical reviews of preliminary design plans and documents. In addition, the TVSJRRA is in discussion with the City of Tracy regarding donation of a key 200-acre parcel under City of Tracy ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $20 million and is currently being appraised.

Project Considerations

The project construction will have significant impacts on the I-580 Express Lanes, with major impacts anticipated during construction. The TVSJVRRA staff have been working with Alameda CTC, as well as Caltrans, to identify design and construction considerations. Alameda CTC staff have held several workshops with the project design team to evaluate the preliminary design plans and will continue to be engaged through the ESC and technical groups to provide policy and technical feedback during design development to ensure minimal impacts to the I-580 Express Lanes. Alameda CTC will continue to work closely with the TVSJVRRA as the project design advances, and will also conduct financial analysis to understand potential impacts to toll revenues during construction to ensure revenue losses are addressed.

Proposed Amendments

The amendment that has been requested to be made to the 2014 TEP includes two elements as follows:

- Amend to include the new entity of the TVSJVRRA
- Amend to include the Valley Link Project for $400 million

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP):

BART Extension and System improvements ($710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as provide local funding for a proposed BART extension in the eastern part of the county.

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP. The proposed changes include moving the project from page 18 from the BART section of the TEP to page 20 under the section

"Major Transit Corridor and Commuter Rail Improvements", remove references to BART as the agency leading the rail extension, change references from the BART to Livermore project to Valley Link on pages 2, 3, 14, 18, 19 (map) and add Valley Link to the map on page 21 (see Attachment C).

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements as shown on Attachment C.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Implementing Guidelines Related to this TEP Amendment

Once the 2014 TEP amendments are complete, all the implementing guidelines will be applicable to the project and project sponsor similar to all other TEP projects. Specifically, for this TEP amendment, the following guidelines describe requirements for the amendment as well as the new project sponsor.

4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

8. Strict Project Deadlines: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

Note: any new amendment that adds a project must comply with this provision and the start date of the seven years will be from the date of the adopted amendment.

11. Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring

requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.

14. No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.

18. New Agencies: New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Planning, Policy and Legislation Committee (PPLC)

At the May PPLC meeting, Alameda CTC staff provided the Committee an overview of the amendment process and schedule, and Michael Tree, Executive Director of the TVSJVRRA gave an overview of the project. Discussion focused on questions related to the timing of the need for the amendment and clarification on the action the Commission would be voting on in May. A number of comment letters were received and summarized verbally for the Committee by the Clerk and emailed to the Committee members as received. The set of public comment letters received for the PPLC meeting is included here as Attachment E. Comment letters sent by Commissioners in their capacity as local government officials are not included but may be expressed verbally by Commissioner at the full Commission meeting. PPLC voted unanimously to advance the item to the full Commission.

Next Steps

Upon Commission approval to initiate the TEP amendment process, a 45-day comment period for jurisdictions in Alameda County will commence. Staff will return to the Commission to report on the comments received and to recommend final action by the Commission later this year.

Fiscal Impact: There is no fiscal impact for this item associated with the requested action.

Attachments:

A. Letter from TVSJVRRA Requesting TEP Amendment
B. Draft Resolution for 2014 TEP Amendment
C. Proposed 2014 Measure BB Expenditure Plan Redline Markups and Technical Amendments
D. Valley Link Project Fact Sheet
E. Comment letters received

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Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

8.1A

BOARD OF DIRECTORS

Scott Haggerty (Chair)
Supervisor, County of Alameda

Veronica Vargas (Vice Chair)
Councilmember, City of Tracy

Boardmember Paul Akinjo
Councilmember, City of Lathrop

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Boardmember Bob Elliott
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Director, BART

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Boardmember Karen Stepper
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Boardmember Kathy Narum
Vice Mayor, City of Pleasanton

Boardmember Bernice Tingle
President, Mountain House

Boardmember Bob Woerner
LAVTA Boardmember

Boardmember Leo Zuber
Vice Chair, ACE

Michael Tree
Executive Director

May 4, 2020

Mayor Pauline Cutter, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, Ca 94607

Dear Chair Cutter,

This letter is intended to supersede the information in the letter written to Chair Valle on September 11, 2019 (attached) as it relates to the language to be amended in the 2014 Transportation Expenditure Plan currently found on page 18. Please use the following language for the amendment:

Valley Link Rail in Alameda County ($400 M)
This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Thank you,

Alameda County Supervisor Scott Haggerty, Chair

cc: Ms. Tess Lengyel, Executive Director, Alameda CTC

Valley Link
Connecting People, Housing, and Jobs

1362 Rutan Court, Suite 100 | Livermore, CA 94551 | (925) 455-7564 | valleylinkrail.com

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REGIONAL RAIL AUTHORITY

BOARD OF DIRECTORS

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Director, Mountain House

Boardmember Bob Woerner
LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

September 11, 2019

Supervisor Richard Valle, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Valle,

In May of 2018 the BART Board decided not to extend conventional BART to Livermore in favor of deferring the development of a rail extension project to the newly established Tri-Valley – San Joaquin Valley Regional Rail Authority ("Authority").

In the statute that created the Authority, AB 758 (Eggman/Baker), the Legislature addressed the transfer of local funds to the Authority for the Valley Link project in Section 132658:

> "the unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority's purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 1800000)."

Over the past 18 months, the Authority has been actively engaged in the planning of Valley Link, a passenger rail project that connects with the Dublin/Pleasanton BART station and travels eastward to Livermore and beyond to communities in the Northern San Joaquin Valley. A key element of the Valley Link Funding Plan for the Dublin/Pleasanton connection with BART and rail construction to Livermore is the $400 million in Measure BB that is currently listed in the Alameda County 2014 Transportation Expenditure Plan ("Plan") for the BART to Livermore project. Per the requirements of the Plan, The Tri-Valley – San Joaquin Valley Regional Rail Authority requests the following amendments:

1. The Tri-Valley – San Joaquin Valley Regional Rail Authority, established by AB 758,be included as an eligible recipient of funds.
2. That the following, specific language be amended:

   Move and amend the following language from Page 18 of the Plan to Page 20:

Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

BOARD OF DIRECTORS

Scott Haggerty (Chair)
Supervisor, County of Alameda

Veronica Vargas (Vice Chair)
Councilmember, City of Tracy

Boardmember Paul Akinjo
Councilmember, City of Lathrop

Boardmember Bob Elliott
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Boardmember Melissa Hernandez
Vice Mayor, City of Dublin

Boardmember Sol Jobrack
Councilmember, City of Stockton

Boardmember John Marchand
Mayor, City of Livermore

Boardmember John McPartland
Director, BART

Boardmember Debby Moorhead
Councilmember, City of Manteca

Boardmember Philip G. O'Loane
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Boardmember Karen Stepper
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Boardmember Bernice Tingle
Director, Mountain House

Boardmember Bob Woerner
LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

~~**BART to Livermore**~~ **Valley Link to Livermore ($400 M)**
The project funds Valley Link ~~the first phase of a BART to extension~~ within the I-580 Corridor freeway alignment from the Dublin/Pleasanton BART station to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of or any element of this ~~first phase~~ project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

In accordance with the Alameda County 2014 Transportation Expenditure Plan Implementing Guidelines, the Tri-Valley – San Joaquin Valley Regional Rail Authority understands and can fully comply with the requirements of recipients of Measure BB funds, including, but not limited to, annual audits and compliance reporting, the establishment of separate accounting funds for Measure BB funds, independent Watchdog reviews, performance measures, environmental clearance timelines, timely use of funds, contracting requirements, public reviews and approvals.

Thank you for your consideration,

Alameda County Supervisor Scott Haggerty, Chair

cc: Mr. Art Dao, Executive Director, Alameda CTC

Valley Link
Connecting People, Housing, and Jobs
1362 Rutan Court, Suite 100 | Livermore, CA 94551 | (925) 455-7564 | valleylinkrail.com

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ALAMEDA County Transportation Commission

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

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City of San Leandro

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Executive Director
Tess Lengyel

Draft
ALAMEDA COUNTY TRANSPORTATION COMMISSION
Resolution No. 20-007

Resolution of the Alameda County Transportation Commission Amending the 2014 Transportation Expenditure Plan to Delete the BART to Livermore Project and add the Valley Link Project

WHEREAS, by action of the governing body ("Commission") of Alameda County Transportation Commission ("Alameda CTC") at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan ("2014 TEP"), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated $400 million to a project identified as "BART to Livermore," constituting the first phase of a San Francisco Bay Area Rapid Transit District ("BART") extension within the I-580 Corridor to serve residents and businesses in that Corridor.

WHEREAS, on May 24, 2018, the BART Board certified the Final Environmental Impact Report for the BART to Livermore project, but declined to approve the project as proposed nor any alternative for the project.

WHEREAS, Assembly Bill (AB) 758, as adopted by the State legislature and signed by the Governor, created the Tri Valley San Joaquin Valley Regional Rail Authority ("TVSJVRRA"), an entity led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal of TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley, to address regional economic and transportation challenges.

WHEREAS, AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance a rail extension in the Corridor, now identified as "Valley Link."

WHEREAS, a key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

WHEREAS, the Valley Link project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (subject to approval of this amendment to the 2014 TEP by the Commission), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

WHEREAS, given that the Valley Link project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (SJRRC), BART, Alameda CTC, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project, as outlined below:

MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.

WHEREAS, the 2014 TEP and Public Utilities Code Section 180207 together provide that the 2014 Plan may be modified if an amendment is approved by a two-thirds vote of the Commission.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended to delete the BART to Livermore Project and all references to that Project;

BE IT FURTHER RESOLVED that the Tri Valley San Joaquin Valley Regional Rail Authority be recognized as an eligible agency for recipient of funds in the 2014 TEP;

BE IT FURTHER RESOLVED that the Valley Link Rail Project in Alameda County with an allocation of $400 Million is placed in the 2014 TEP, described as follows:

This project funds the first phase of a Valley Link rail project from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BE IT FURTHER RESOLVED that the 2014 TEP be amended to include the following specific description of the Valley Link Project:

A proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail. The project is generally shown on the diagram below:

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 28, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

_____ _____

Pauline Russo Cutter, Vanessa Lee,

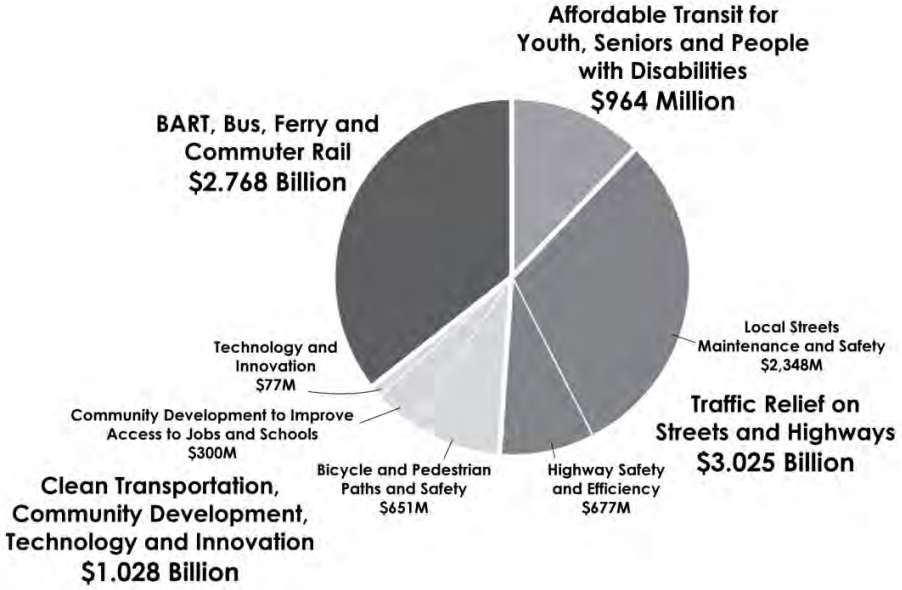
Chair, Alameda CTC Clerk of the Commission

INTRODUCTION

Summary of Investments	FUNDS ALLOCATION* ($ x million)
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	**$1,587**
BART Expansion and Maintenance	$349 ~~$749~~
Bus Operations, Maintenance and Rapid Bus Projects	$1,548
Commuter Rail Improvements	$832 ~~$432~~
Ferry Services in Alameda County	$39
Affordable Transit for Youth, Seniors and People with Disabilities	**$964**
Affordable Youth Transit to School and Transit Innovation	$190
Affordable Transit for Seniors and People with Disabilities	$774
Traffic Relief on Streets and Highways	**$3,025**
City and County Streets*	$2,348
Highway Safety and Efficiency	$677
Clean Transportation, Community Development, Technology and Innovation	**$1,028**
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	$651
Community Development Projects to Improve Access to Jobs and Schools	$300
Technology and Innovation	$77
TOTAL INVESTMENTS (YEAR 2015 TO 2045)**	**$7,785**

Notes:
*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.
**Estimated funds from 2015 to 2045 are anticipated to be almost $8 billion.

$7,785 in Total Investments Year 2015 to 2045



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount ($ x millions)	% of Total Funds
 **BART, Bus, Senior, and Youth Transit (48%)**	Transit: Operations, Maintenance, and Safety Program	AC Transit	$1,455.15	18.8%
		Altamont Commuter Express	$77.40	1.0%
		BART Maintenance	$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	$38.70	0.5%
		Livermore Amador Valley Transit Authority	$38.70	0.5%
		Union City Transit	$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	$15.00	0.19%
		Subtotal	**$1,857.63**	**24%**
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	$232.20	3.0%
		East Bay Paratransit - AC Transit	$348.31	4.5%
		East Bay Paratransit - BART	$116.10	1.5%
		Coordination and Service Grants	$77.40	1.0%
		Subtotal	**$774.01**	**10%**
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	$10.0	**14%**
		Alameda to Fruitvale BART Rapid Bus	$9.0	
		Grand/MacArthur BRT	$6.0	
		College/Broadway Corridor Transit Priority	$10.0	
		Subtotal	**$35.0**	
	BART System Modernization and Expansion	Irvington BART Station	$120.0	
		Bay Fair Connector/BART METRO	$100.0	
		BART Station Modernization and Capacity Program	$90.0	
		~~BART to Livermore~~	~~$400.0~~	
		Subtotal	**$~~710.0~~310.0**	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	$120.0	
		Union City Intermodal Station	$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	$110.0	
		Oakland Broadway Corridor Transit	$10.0	
		Capitol Corridor Service Expansion	$40.0	
		Valley Link	$400.0	
		Subtotal	**$~~355.0~~755.0**	
	TOTAL		**$3,731.64**	**48%**

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.
BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.
All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

ACTC_AR0855

BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments. Funds for operations and maintenance will be provided to transit operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing ~~BART~~ rail system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, $1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

Transit Operations and Maintenance Program (21.55% of net revenue, estimated at $1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) $Millions
AC Transit	18.8%	$1,455
ACE	1.0%	$77
BART Maintenance	0.5%	$39
WETA (ferries)	0.5%	$39
LAVTA (WHEELS)	0.5%	$39
Union City Transit	0.25%	$19
Total Transit Operations	**21.55%**	**$1,668**

Affordable Youth Transit Pass Program ($15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at $175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

ACTC_AR0856

BART STATION ~~EXTENSION~~ AND SYSTEM IMPROVEMENTS ($37~~7~~10 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system~~, as well as provide local funding for a proposed BART extension in the eastern part of the county.~~

~~BART to Livermore ($400 M)~~

~~This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.~~

BART Station Upgrades and System Improvements ($310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.



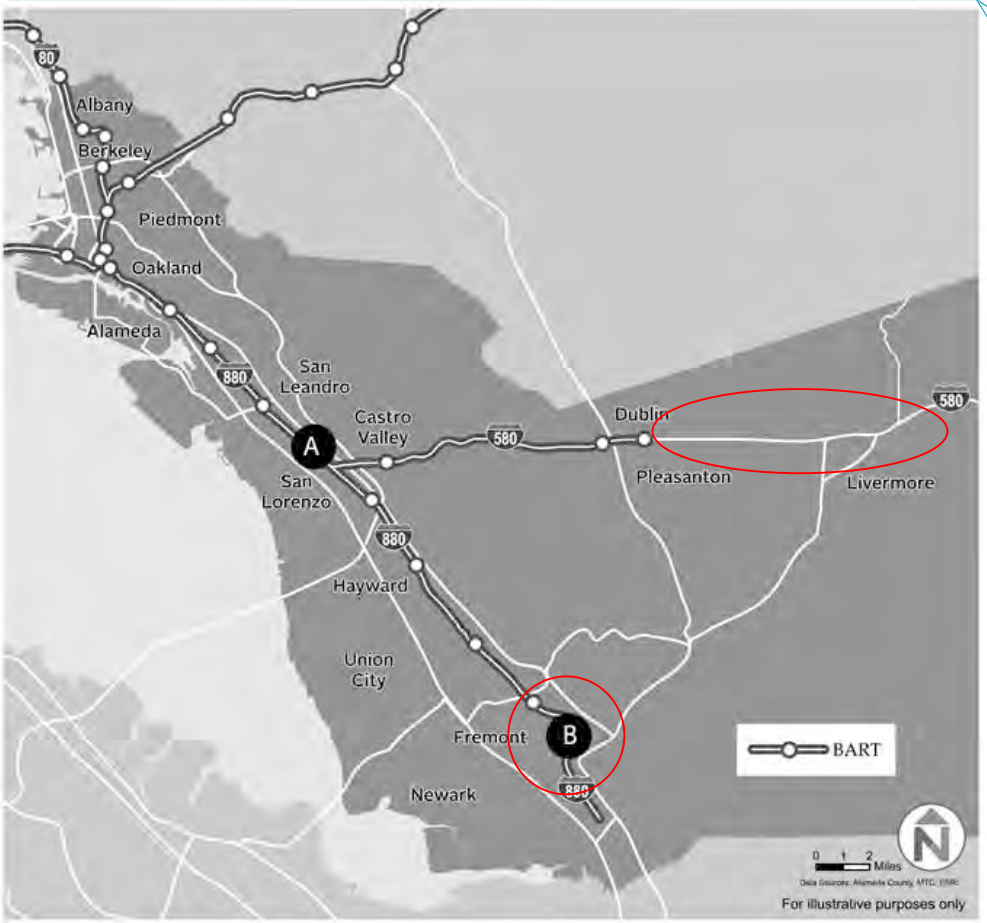
- **The Bay Fair Connector/BART METRO project will receive $100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive $90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.

- **The Irvington BART Station will receive $120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

ACTC_AR0857

BART INVESTMENTS



A Bay Fair Connector / BART METRO

B Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities

Commented [ACTC1]: Bottom circle: The new "B" is Irvington BART Station, and below that removal of "C"

Commented [ACTC2]: Top circle: Removal of the original "B – BART Extension to Livermore (within the I-580 corridor)"

Commented [ACTC3]: Middle circle: Change the original "C – Irvington BART Station" to a new "B"

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS ($~~355~~ 755 M)

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Corridor Area Transportation Improvements ($120 M)

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

Union City Intermodal Station ($75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.



Capitol Corridor Service Expansion ($40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

Railroad Corridor Right of Way Preservation and Track Improvements ($110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

Oakland Broadway Corridor Transit ($10 M)

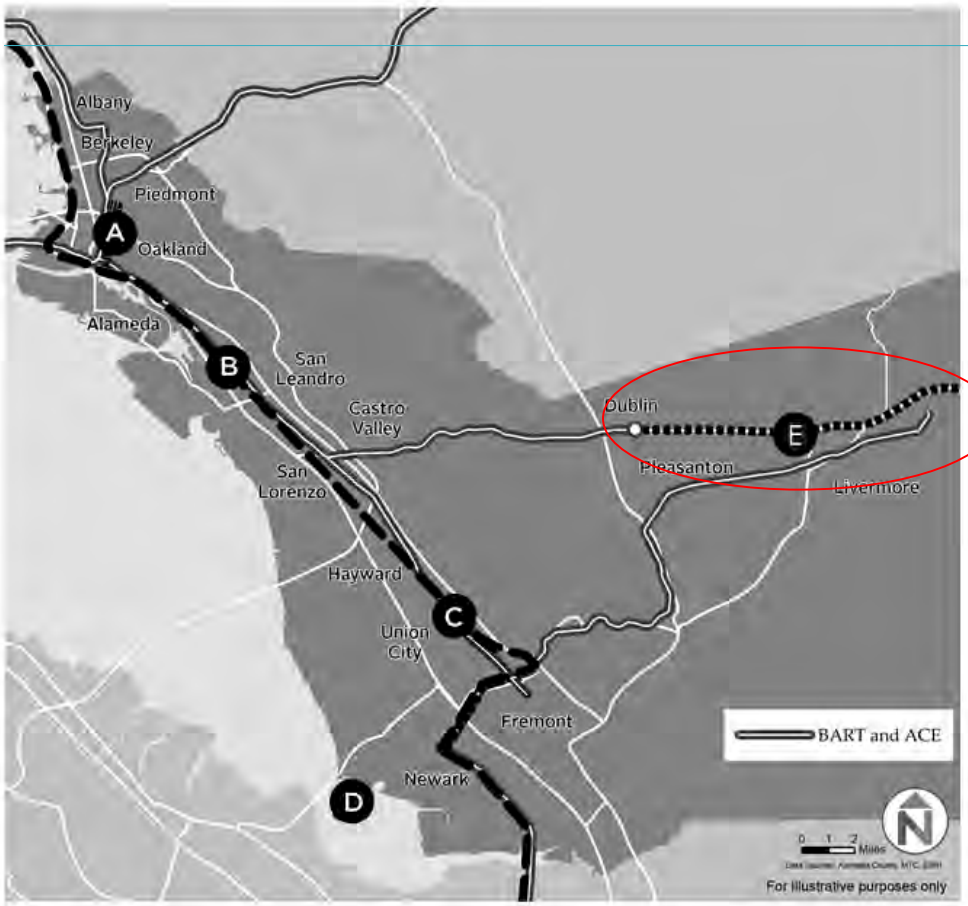
This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

Valley Link Rail in Alameda County ($400 M)

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

ACTC_AR0859

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



A Broadway Corridor Transit

B Capitol Corridor Service Expansion

C Union City Intermodal Station

D Dumbarton Corridor Area Transportation Improvements

E Valley Link Rail

Not Shown:
- Railroad Corridor Right of Way Preservation and Track Improvements

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Valley Link

Connecting People, Housing, and Jobs

Fact Sheet

Project Overview

Connecting San Joaquin Valley to the Bay Area. Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

A Seamless Connection to BART. The first phase of service will provide a seamless and timed connection to BART, with service from North Lathrop to the Dublin/ Pleasanton BART station.

Frequent and Reliable Service. Trains will run throughout the day in both directions with the goal of matching BART frequency and hours of operation.

Initial Service Characteristics

	PEAK	OFF-PEAK
Between Dublin/ Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)



As of APRIL 2020

Tri-Valley • San Joaquin Valley REGIONAL RAIL AUTHORITY



By the Numbers

- **9,3500 Bay Area workers** - commuting from San Joaquin Valley today
- **42 Miles** - using existing transportation corridors
- **7 Stations** – Dublin/Pleasanton, Isabel, Mountain House, Tracy, River Islands, North Lathrop
- **78 Minutes** - current average commute each way
- **28 days** – total commute time per year for average commuter
- **75% increase** - commute traffic on I-580 by 2040
- **58% increase** – truck traffic on I-580 by 2040
- **25 daily round-trips** - by Valley Link trains each day in 2040
- **28,000 riders** – estimated in 2040 for Valley Link per day
- **99.4 Million** – reduction in Vehicle Miles Traveled (VMT) per year in 2040
- **33,000 metric tons** – reduction in greenhouse gas emissions (GHG) per year
- **0 Emissions** – battery-electric and hydrogen vehicle technologies under development
- **$2.4 Billion** - cost of Valley Link Phase 1 from Dublin/ Pleasanton BART to North Lathrop, in year of expenditure
- **$628 million** - identified as available for the project:
  - **$400 million** - Measure BB funds
  - **$188 million** - Bridge Toll funds
  - **$40 million - impact fees from the City of Livermore**
- **2027 – target date for Valley Link revenue service**

Project Benefits

Valley Link aims to be a model of sustainability in the design, construction and operation of the system. It is vital to our state's economy, environment and the quality of life in our communities:

- Serves communities and households in the Northern San Joaquin Valley with some of our state's highest poverty rates;
- Promotes equity by maximizing benefits to disadvantaged communities
- Links the Northern California Megaregion's workforce to affordable housing;
- Readily connects our state's future high-speed rail system to BART;
- Provides direct and seamless service to major employment centers in all parts of the Bay Area;
- Provides opportunities for compact transit-oriented development; and
- Will have a significant impact on the reduction of VMT and greenhouse gas emissions.
- Operates on renewable energy

Sources:
Bay Area Economic Institute Valley Link Project Feasibility Report (October 2019)
San Joaquin County Council of Governments

For more information about Valley Link, visit **www.valleylinkrail.com**

Building and Construction Trades Council of Alameda County, AFL-CIO

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Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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Bay Area Transportation Working Group (BATWG)

May 11, 2020

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation Committee

Alameda County Transportation Commission (ACTC)

1111 Broadway, Suite 800 Oakland, CA 94607

Dear Commissioner Ortez:

It has come to our attention that the ACTC is thinking of reallocating the Measure BB funds set aside for the Livermore BART connection to "Valley Link". We urge you to desist.

For one thing such an action would make a mockery of what the Alameda County voters voted for in 2016. For another it would deny the people of Livermore the one good way of getting from their city to the East Dublin BART Station.

At the time the BART Board was considering whether or not to put the Measure BB $400 million toward a proposed $3.2 billion BART extension to Greenville Road, BATWG conducted an extensive investigation of the bus alternative. It was our conclusion that in terms of improving the access of the people of Livermore to BART, well-appointed buses (patterned after the privately-operated hi-tech buses) operating in bus-only lanes would be a far cheaper and better option. At the time we envisioned three separate lines originating in separate parts of Livermore all traveling out-of-traffic, at least during commute hours, to the Station.

Sincerely,

Gerald Cauthen
Co-Founder and President,
Bay Area Transportation Working Group
510 208 5441
www.batwgblog.com

Bay Area Transportation Working Group
3001 Ashbrook Court
Oakland CA 94601
www.batwgblog.com

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From:	Angie Ayers
To:	Angie Ayers
Cc:	Tess Lengyel; Vanessa Lee
Subject:	FW: Bike East Bay comments on Valley Link
Date:	Monday, May 11, 2020 12:23:17 PM

Hello Commissioners,

Please see the below public comment for item 5.1.

Regards,
Angie

Angie Ayers, Associate Administrative Analyst
Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607
Phone: 510.208.7450 direct dial | 510.208.7400 main line
Email: aayers@alamedactc.org Website: www.alamedactc.org
Facebook: www.facebook.com/alamedactc Twitter: @alamedactc

From: Vanessa Lee
Sent: Monday, May 11, 2020 12:20 PM
To: Dave(dave@bikeeastbay.org) Campbell <dave@bikeeastbay.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>; Angie Ayers <aayers@alamedactc.org>
Subject: RE: Bike East Bay comments on Valley Link

Received. Thank you.

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Dave Campbell <dave@bikeeastbay.org>
Sent: Monday, May 11, 2020 12:19 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Bike East Bay comments on Valley Link

Commission

We support transit, and possibly this project too, but have questions and concerns around:

1. The lack of public outreach in Livermore to generate support for this project. Measure BB in Livermore did not get a ton of support and BART was controversial. RM3 get even less support in Livermore. We don't want this project to be controversial like the BART project was. The Isabel Neighborhood Plan was controversial too because of BART. Where are the residents of Livermore on this project?;
2. Hour headways off -peak is poor public transit, and is in fact commuter rail. This corridor needs good transit. What can be done to convert this project from commuter rail to good transit?
3. Can we hear more about the financial crisis and how this project is affected? It's concerning to hear a presentation that does not acknowledge the current financial crisis.

Thank you for more clarifying information.

--
Dave Campbell
Advocacy Director
Bike East Bay
****
Office: 466 Water Street at Jack London Square in Oakland
Mail: PO Box 1736, Oakland, CA 94604
Cell: (510) 701-5971
BikeEastBay.org

Learn how COVID-19 is impacting Bike East Bay events and activities.

From:	Vanessa Lee
To:	Angie Ayers
Subject:	FW: Public Comment for item 5.1 at ACTC"s PPLC meeting on Monday 5/11
Date:	Monday, May 11, 2020 11:26:37 AM
Attachments:	hyperlinked_PPLC_Agenda_20200511.pdf

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, May 7, 2020 1:42 PM
To: Vanessa Lee <VLee@alamedactc.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>
Subject: Public Comment for item 5.1 at ACTC's PPLC meeting on Monday 5/11

Hi Vanessa-

I hope you are staying healthy and safe. Considering that I cannot attend next Monday's PPLC meeting in person due to the SIP, please make sure my comments are read into the record for Public Comment as part of agenda item 5.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti
(925) 858-5303

Dear Chair Ortiz and Honorable Commissioners:

On behalf of the Innovation Tri-Valley Leadership Group, I respectfully request for the PPLC to support the Staff recommendation to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. Our Committee worked to ensure that the Expenditure Plan included the fulfillment of plans dating back to the 1960's which envisioned a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. This vision was part of the plan approved by the voters of Alameda County. Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it.

Four years later in May of 2018, the BART Board certified the BART to Livermore EIR but transferred the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley to the Tri-Valley - San Joaquin Valley Rail Authority. The Authority has since completed a Feasibility Report for Valley Link, a project proven to be cost effective and efficient, estimated to carry between 26,000 and 28,000 riders a day in the highly congested I-580 corridor.

With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority that will benefit the environment, the economy and the quality of life of residents and

Bay Area workers. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete the project. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision of Measure BB for rail connectivity in the Tri-Valley, and I urge the Committee to approve the item.

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group
925.858.5303
tsbranti@innovationtrivalley.orgwww.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

May 8, 2020

Elsa Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: PPLC Agenda Item 5.1 – Tri-Valley-San Joaquin Valley Regional Rail Authority Request for 2014 Measure BB Transportation Expenditure Plan Amendment – **SUPPORT**

Dear Chair Ortiz:

I am writing on behalf of the Livermore Valley Chamber of Commerce (LVCC), a business membership organization with nearly 500 members from a cross-section of private/public and non-profit industry sectors that employ nearly 20,000 workers. Ensuring that public dollars are wisely spent and that taxpayers receive a good return on their investment, while responsibly planning, funding, and maintaining and operating our transportation system is a key policy priority for LVCC.

LVCC supports the above referenced item, advancing the efforts to close the gap in the I-580 corridor for an urgently needed and long-awaited, effective rail connection between Livermore and the Dublin/Pleasanton East BART station. I reiterate the support formerly expressed by LVCC over many years for planning and funding support for such a project. LVCC appreciates the wisdom of the leaders of the Alameda County Transportation Commission in designating significant funding in Measure BB (which was supported by LVCC) to provide for a future rail connection in this corridor. In light of events that have transpired since the approval of BB, your prudent actions necessary to amend the expenditure plan to accommodate the request by the Tri-Valley-San Joaquin Valley Regional Rail Authority is welcomed and appreciated. LVCC recognizes and strongly supports the efforts of the TVSJRRA to effectively deliver a rail connection project in this corridor within the next few years.

We look forward to moving forward with this initiative and this project, and stand ready to support you in this action.

Respectfully,
Dawn P. Argula
Dawn P. Argula
CEO/President

C: Scott Haggerty, First District Supervisor, Alameda County BOS
Tess Lengyel, Executive Director, Alameda County Transportation Commission
Michael Tree, Executive Director, Valley Link
John Marchand, Mayor, City of Livermore

Livermore Valley Chamber of Commerce
2157 First Street Livermore CA 94550
925.447.1606
www.livermorechamber.org

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SIERRA CLUB
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Serving Alameda, Contra Costa, Marin and San Francisco counties

May 11, 2020

Via email to: vlee@alamedactc.org

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation (PP&L) Committee
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: PP&L Agenda item #5.1 – Approve Tri-Valley- San Joaquin Valley Regional Rail Authority (TVSJVRRA, aka Valley Link) Request for a 2014 Measure BB Transportation Plan Expenditure (TEP) Amendment

Dear Chair Ortiz and Members of the PP&L Committee:

On behalf of our more than 13,500 members in Alameda County, the Sierra Club writes to respectfully express great concern about Item #5.1 on your Agenda for Monday May 11, 2020. We believe that there are far too many issues and questions that should be addressed before the recommended actions move forward.

We recognize that the proposed actions before your Committee are just the beginning of a process to reprogram the sales tax funds that were approved by voters for "BART to Livermore." But as set forth in the staff memo, the proposed actions, and their timing, would establish dangerous precedents for lack of planning and financial responsibility. There is simply no need to rush into the proposed actions, particularly in the context of the current health and financial crises being faced by the State and local communities. Why not first take time for responsible analysis and an opportunity to see if-how-and-when recovery is able to occur, before committing funds that may not materialize for years to come?

Every responsible forecast is anticipating that "the future of work" will be different, post-pandemic, than we have ever been experiencing previously. Why base such a massive investment of public funds on what is already and at best "old data?"

The first Agenda request is that the TVSJVRRA be acknowledged as a new agency in Alameda County that can be an eligible recipient of Measure BB funds. While this

2530 San Pablo Ave., Suite I, Berkeley, CA 94702 Tel. (510) 848-0800 Email: info@sfbaysc.org

should be the least controversial element of the requests, nothing in the staff memo identifies the potential magnitude of impacts on other Measure BB transit recipients. There is no operating budget provided in the Committee materials. Can taxpayers and pre-pandemic passengers be assured that this new system will not become a drain on other, voter-approved transit agencies in the County?

The second and third requests would remove "BART to Livermore" from the TEP and substitute Valley Link with no consideration of possible alternatives – why? The project list for Measure BB was the result of years of input and deliberation by Community and Technical Working Groups. Why not have a full and fair competition for alternative uses of these funds, throughout the full list of "BART, Bus, Senior, and Youth Transit" options identified as the relevant "Type" on page 3 of the TEP (page 24 of the Committee packet), especially with the enormous uncertainties facing projections for both traffic and funding revenues?

Implementing Guideline 22 of the Measure BB TEP is surprisingly omitted from the staff memo, but supports this broadened approach, stating:

> **22. Fund Allocations**: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

Even the language from AB 758 (Eggman/Baker, PUC section 132658) that is quoted in the "superseded" request dated September 11, 2019, recognized that there was no entitlement to the "local funds controlled by the Alameda County Transportation Commission."

It should also be noted that the proposed description and conditions regarding Valley Link delete and/or change significant descriptive and cautionary language (which was carefully negotiated and voter-approved) before funds may actually be "used." The text below sets forth full "before and after" language in a single view for the information of Commissioners and the public:

> ~~BART to Livermore ($400 M)~~
> Valley Link rail in Alameda County ($400 M)
>
> This project funds the first phase of a ~~BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ Valley Link rail extension from the existing Dublin/ Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.

> Funds are for construction for any element of this first phase project and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an ~~detailed~~ alternative assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Why are voter and environmental protections proposed to be removed for this new project? Do Commissioners really think this is wise and appropriate? Why not, at a minimum, wait until the requisite Environmental Review is both released in draft form and then completed? – This critical document is already a year behind the previous schedule.

Where is the San Joaquin County commitment to support their own residents who are likely to be the primary beneficiaries of this project? The proposed resolution merely states that:

> SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from ***future*** measures and state funds**. (emphasis added)**

Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and operations for this multi-county project. “Leveraging” of other funds should, at a minimum, be based on full and fair participation from designated “partners.”

Several places in the proposed “amendments” describe Valley link as “Commuter Rail," despite the fact that it is proposed to operate throughout the day. Subsection 49 CFR 37.3 in relevant part defines “commuter rail” as

> *Commuter rail transportation* means short-haul rail passenger service operating in metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fare, multiple ride, and commutation tickets and by morning and evening peak period operations. This term does not include light or rapid rail transportation.

Is this an attempt to obviate or avoid an obligation for ADA complementary paratransit service for passengers, or attempted passengers, who may have difficulty using the train service?

We must also ask if ACTC or Valley Link have informed MTC and ABAG that the proposed project will facilitate inter-regional commuting, contrary to the intent of SB 375 and the Bay Area's Sustainable Communities Strategy.

This message sets forth only some of the most obvious concerns about the proposed Measure BB actions. There are certain to be more, but disclosure by ACTC and Valley Link should not be delayed until the end of the requisite "public comment" period. The Sierra Club respectfully requests, and urges at a minimum, that the questions and issues noted above be addressed before any Commission action to consider Valley Link's requests. To do any less would call into question Commissioners' significant public service obligations to Alameda County voters, taxpayers, and residents. We look forward to working with you and ACTC staff to consider a full range of responsible uses of Measure BB funds. If you have any questions, or desire further information, please do not hesitate to contact Matt Williams at mwillia@mac.com.

Sincerely,

ss/
Matt Williams
Chair, Chapter Transportation and Compact Growth Committee

ss/
Dick Schneider
Chair, Chapter Tri–Valley Group Executive Committee

ss/
Eric Parfrey
Volunteer Leader, Mother Lode Chapter

Cc: Sierra Club California Director Phillips
San Francisco Bay Chapter Executive Committee Chair Bolotina
San Francisco Bay Chapter Director Berbeco

Memorandum 8.1F: Handout

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

DATE:	May 28, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy Vanessa Lee, Clerk of the Commission
SUBJECT:	Additional Public Comment Submissions regarding the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP)

Please find all written public comments received for the May 28, 2020 Commission meeting Item 8.1: Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan that were submitted after the Commission packet was distributed and were received by the 5 p.m. deadline notice on the agenda. These comments are in addition to those already distributed at Attachment E to item 8.1 in the Commission meeting materials. (*listed in alphabetical order):*

- Alameda County Taxpayers Association
- BART (1)
- BART (2)
- Bay Area Council
- Bay Area Transportation Working Group
- Building & Construction Trade Council of Alameda County
- Chabot-Las Positas Community College
- City of Dublin
- City of Livermore
- City of Pleasanton
- Innovation Tri-Valley Leadership Group
- Laborers' Local 304
- Livermore Amador Valley Transit Authority
- Pleasanton Chamber of Commerce
- Train Riders Association of California

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From: Marcus Crawley
To: Vanessa Lee
Subject: Tri Valley $400 million
Date: Saturday, May 23, 2020 7:59:43 AM

Pauline Cutter, Chair, and ACTC Commissioners May 22, 2020
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)

Dear Chair Cutter:

The Alameda County Taxpayers Association (ACTA), a 501(c)(4) organization, represents the taxpayers of this County in advocating legal and productive expenditures of taxpayer funds. As such, ACTA is a statutory appointer of a member of the ACTC Independent Watchdog Committee.

Alameda County Taxpayers Association [ACTA] is troubled by plan to transfer $400 million BART funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority. The Alameda County voters approved the Special Tax of Measure BB and to be dedicated for Alameda County transportation projects such as the BART to Livermore extension. The foremost consideration of ACTC must be the will of the voters. ACTC must narrowly construe the intention of the voters regarding the 'specific purposes' of the Measure BB special sales tax. The voters did not contemplate that the Measure BB taxes would single-handedly fund multi-county projects in the absence of funds contributions from other counties. When the Tri-Valley Authority has produced its share of the project funding, the ACTC can plan how to spend Tri-Valley Authority funds. ACTA will vigorously oppose any plan to divert these funds away from a voter-approved project.

For the present ACTC must demonstrate that it can plan a viable project by solving the BART to Livermore extension. This Committee must demonstrate leadership and build consensus on existing Alameda County projects, not leap ahead to the next glorious project that has not even been planned. As a first step in leadership, the committee should use its power to make the promised annual audits of Measure BB expenditures a reality.

We call on ACTC to table this action until such time as a proper study be made of this project and the logical alternatives, including a long-haul commuter express bus network for both Eastern Alameda County along the I-580 Corridor and over the hills from the Central Valley. We certainly have no objection to working jointly with Central Valley governments and other interest groups on a project of mutual benefit. However, we do not understand why ACTC is proposing that the Alameda County taxpayers be the first to transfer funds approved by the voters to benefit primarily Alameda County residents to a project that would instead primarily benefit residents of other counties – particularly since there is no commitment from those counties, or even an idea of when such a commitment might be made.

The $400 million was originally approved by the voters as part of Measure BB in 2014 for a BART extension to Livermore. The BART Board elected not to pursue this, so we agree it is proper to study other transportation improvements in this corridor – but, we believe that the first priority should be for what the voters intended, benefits for the residents and travelers along the I-580 corridor in the Eastern Tri-Valley area.

We do not object to the study of rail alternatives in this corridor and into the Central Valley, either BART or commuter/inter-city rail. But, in our role as a taxpayer advocate, we believe that it would be improper to advocate for rail unless and until a proper, unbiased study fairly considers other options, including a bus system on dedicated lanes, that could require far less taxpayer dollars and could be completed much faster. If the study shows that Valley Rail is the best option and is fair to the taxpayers and the traveling public, and is feasible, then ACTC should consider this $400 million reallocation at that time.

We do not understand the necessity nor the benefit of making this decision so early in the planning process.

I will be commenting on this matter at the Commission meeting.

Thank you for your consideration of the position of the Alameda County Taxpayers Association on this important matter before the Commission.

Respectfully submitted,

Marcus Crawley -President of

ACTA

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As BART Director (District 5) and representative for my constituents and taxpayers in the Tri-Valley area, I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades. The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

I urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

John McPartland
BART Director, District 5

www.bart.gov

Cc: BART Directors and Board Appointed Officers
Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

Via Email

Mayor Pauline Cutter, Chair
c/o Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 95607
vlee@alamedactc.org

RE: Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request

Chair Cutter:

Thank you for the opportunity to comment on the above referenced item. On behalf of the San Francisco Bay Area Rapid Transit District (BART), I would like to express support for beginning a 45-day comment period on the proposed amendment to the 2014 Measure BB funded TEP, as described in the staff memorandum.

In May 2018, the BART Board of Directors certified the Final Project EIR for the BART to Livermore extension, and directed staff not to advance a specific project in the Tri-Valley. Pursuant to AB 758 (Baker), the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) at that point assumed responsibility to advance a rail project in the corridor. Since then, BART staff have been engaged with the TVSJVRRA throughout project feasibility and initial design and environmental assessments of the proposed Valley Link Rail project, and this coordination continues.

Because of this, BART supports the action to begin the public comment period for the amendment to the TEP naming the TVSJVRRA as an eligible recipient of Measure BB funds and specifically naming the Valley Link project in place of BART to Livermore. It is important to hear from Alameda County residents and other stakeholders. The District anticipates submitting a more detailed set of comments during the official 45-day comment period that this action will kick-off.

Please do not hesitate to contact me or my staff with any additional questions.

Sincerely,

Robert M. Powers
General Manager

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BAYAREA COUNCIL
Shape the Future

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Jim Wunderman

Jim Wunderman
President & CEO
Bay Area Council

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

Bay Area Transportation Working Group

May 23, 2020

Pauline Cutter, Chair, and ACTC Commissioners

Alameda County Transportation Commission

1111 Broadway, Suite 800

Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda Item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)"

Dear Chair Cutter:

The Bay Area Transportation Working Group (BATWG) is an Oakland-based 501(c)(3) composed of senior transportation experts and advocates with centuries of collective experience in California, Bay Area, and Alameda County transportation issues and projects.

At BATWG's May 21, 2020 meeting there was a discussion of the proposed diversion of Alameda County Measure BB funds to Valley Rail. After the discussion the vote was unanimous; we believe this action would be inappropriate and unwise.

What Valley Rail needs most right now is a full, proper, and unbiased study of its feasibility – including projected ridership, cost-effectiveness and identified sources of funding, all in comparison with the other transportation options for the corridor and all taking the changes brought on by COVID into full account.

In 2017, when the question how to use this $400 million was before the BART Board, the BART staff recommended a significantly upgraded bus option on grounds that it would better serve the transportation needs of Pleasanton and Livermore than an expensive 10-mile extension of BART to Livermore's Greenville Road would. BATWG strongly supported the staff's recommendation and subsequently submitted a list of proposed bus system enhancements.

The original BART Extension project approved by the Alameda County voters was intended to benefit the people of Alameda County, including the residents of

Pleasanton and Livermore Area and those traveling to those cities from more westerly Alameda County locations. Obviously, this was a project that the Alameda County taxpayers were willing to support because the vast majority of the benefits would accrue to Alameda County residents and taxpayers. Valley Rail, which includes five stations in the Central Valley and only three in Alameda County, is intended to primarily benefit non-Alameda County residents.

There is no reason or justification for diverting $400 million in BB funds to Valley Rail at this time.

The Bay Area Transportation Working Group looks forward to working with the ACTC in working to improve transportation in the I-580 Corridor.

Respectfully submitted,

Gerald Cauthen PE

President and Co-founder

Bay Area Transportation Working Group (BATWG)

510 208 5441

www.batwgblog.com

Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

Andreas Cluver
Secretary-Treasurer

Rob Stoker
President

Rafael Gonzalez
Vice President

Che Timmons
Sergeant in Arms

Auto & Marine Painters, #1176
Boilermakers, #549
Brick & Tile Layers, #3
Carpenters, #713
Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

May 26, 2020

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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CHABOT
LAS POSITAS
COMMUNITY
COLLEGE
DISTRICT

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The CLPCCD and, especially Las Positas College, as evidenced by our MOU with LAVTA, recognize the value of public transportation in meeting sustainability goals and facilitating travel to and from the college. Specifically, the largest benefactor of these two projects will be Las Positas College, and the community we serve which encompasses over 9,200 students and 500 employees. Our research shows that our public transportation usage average is 10,000 individual rides per month and nearly 500 students take the bus each business day. Of our total student population, 20% take classes at both campuses. A rail extension to Livermore would support and facilitate the needs of student populations from both the Tri-Valley and 880/580 corridors. We know there is still a great need for additional public transportation options for all of our students and employees.

CLPCCD provides educational opportunities and support for completing of students' transfer, associate degree, basic skills, career technical education, and retraining goals. We serve, annually, approximately 29,000 students. Our employees and students use public transportation to get to and from their homes to our places of work.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Ronald P. Gerhard
Chancellor

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

CHABOT-LAS POSITAS COMMUNITY COLLEGE DISTRICT BOARD OF TRUSTEES

Edralin J. "Ed" Maduli, President
Genevieve Randolph, Secretary
Hal G. Gin, Ed.D.
Linda Granger
Maria L. Heredia
Tim Sbranti

Ronald P. Gerhard, Chancellor

OFFICE OF THE CHANCELLOR

7600 Dublin Blvd., 3rd Floor
Dublin, CA 94568
Tel: 925-485-5207
Fax: 925-485-5256
www.clpccd.org

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DUBLIN
CALIFORNIA
THE NEW
AMERICAN
BACKYARD

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Linda Smith
E33836CEEC044E0...

Linda Smith
City Manager, City of Dublin

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
925.833.6640
Fire Prevention
925.833.6606
Human Resources
925.833.6605
Parks & Community Services
925.833.6645
Police
925.833.6670
Public Works
925.833.6630

100 Civic Plaza
Dublin, CA 94568
P 925.833.6650
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www.dublin.ca.gov

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Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

LIVERMORE
CALIFORNIA

May 28, 2020

The Honorable Pauline Russo Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Agenda Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. Position of support.

Dear Chair Cutter:

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

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The environmental benefits of Valley Link are significant. Valley Link offers a rail alternative for those commuting by automobile. An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles

Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year.

Valley Link supports construction of badly needed affordable housing. Through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The Isabel Neighborhood Specific Plan, developed around the Valley Link station at Isabel Avenue, includes 4,095 new multifamily housing units with a mandatory 20% minimum affordable requirement with an overall goal for 25% affordable units in the Plan area.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will help ensure that this vital project can move forward to benefit the entire County and that commitments to the Tri-Valley are finally met.

Sincerely,

John Marchand

John Marchand
Mayor

cc: Supervisor Scott Haggerty
Tess Lengyel, ACTC Executive Director

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THE CITY OF
PLEASANTON

May 26, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that all of our Tri-Valley residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

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P. O. Box 520, Pleasanton, CA 94566-0802 **123 Main Street**

City Manager
(925) 931-5002
Fax: 931-5482

City Attorney
(925) 931-5015
Fax: 931-5482

Economic Development
200 Old Bernal Avenue
(925) 931-5038
Fax: 931-5476

City Clerk
(925) 931-5027
Fax: 931-5492

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We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Nelson Fialho
9B5F9FFD0C8544D...

Nelson Fialho
City Manager

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Pleasanton City Council

From:	Tim Sbranti
To:	Vanessa Lee
Subject:	Public Comment for Item 8.1 at ACTC meeting on Thursday 5/28
Date:	Tuesday, May 26, 2020 11:26:55 PM

Hi Vanessa-

I hope you are doing well. Please make sure my comments are read into the record for Public Comment as part of agenda item 8.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti

Dear Chair Russo Cutter and Honorable Commissioners:

On behalf of the business and civic leaders who comprise the Innovation Tri-Valley Leadership Group, please support the Staff recommendation and the unanimous decision from PPLC to amend the Measure BB Transportation Expenditure Plan and replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. As Commissioner Haggerty pointed out at the PPLC meeting, a deliberate decision was made to ensure that priorities of leaders in each of ACTC's 4 planning areas were included in the measure. The priority in 2014 remains the same as it was 50 years as it is today.....establishing a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision approved by the voters of Alameda County for rail connectivity in the Tri-Valley.

Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it. Considering that the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley was transferred in 2018 from BART to the Tri-Valley - San Joaquin Valley Rail Authority, now is the time to transfer the funds as well for rail in the Tri-Valley. In recent months, the Authority has completed a Feasibility Report for Valley Link, a project proven to be cost-effective and efficient, estimated to carry between 26,000 and 28,000 riders a day to relieve gridlock in the highly congested I-580 corridor. With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority and the time to act is now.

Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with state, federal and private funding to complete the much-needed project, and we hope that you will

fulfill the original vision and meet present and future needs of the County by approving the item.

--

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group

www.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

From:	Rafael Gonzalez
To:	Vanessa Lee
Subject:	Valley Link
Date:	Tuesday, May 26, 2020 10:10:41 AM

Good morning. I am writing to you in support of the Valley Link project and the proposed funding of that project. As a representative of thousands of workers who commute from the Central Valley into the Bay Area, and as someone who does that same commute, I can attest to the importance of the Valley Link Rail System. I moved to Tracy, about 20 years ago and I have seen firsthand the increase in commuter traffic. All the experts agree that this will only continue to increase as time goes on. This will result in more time on the road, which increases the carbon footprint of each individual commuter. Valley Link provides a safe alternative from the Central Valley to the Bay Area, reducing the amount of vehicles on the road, which in turn results in lower commute times, carbon emissions, and stress levels!

Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.

The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.

For these reasons and other, I humbly ask that you consider having the Tri-Valley – San Joaquin Valley Regional Rail Authority recognized as an agency eligible for Measure BB funds (agency hadn't been created when Measure BB was approved). We are also seeking to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project. This will put $400 million in Measure BB funds into the control of the Valley Link Board.

I thank you for your consideration.

Rafael Gonzalez
President/ Field Representative
Laborers' Local 304
(510)581-9600 (office)
(510)432-2827 (mobile)

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Livermore Amador Valley
TRANSIT AUTHORITY

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

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An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

David G. Hudson

Cc: Alameda County Transportation Commission members
Tess Lengye!, ACTC Executive Director

1362 Rutan Ct., Ste. 100 | Livermore, CA 94551
O. (925) 455-7555 | F. (925) 443-1375
wheelsbus.com

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PLEASANTON CHAMBER of COMMERCE

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I am writing to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to eventually advance rail connectivity to the San Joaquin Valley. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are finally met.

Sincerely,

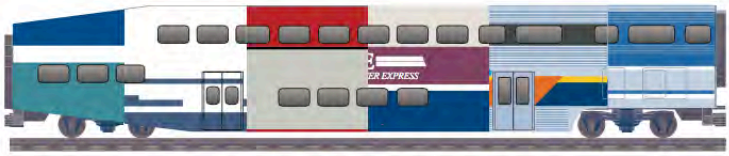
Steve Van Dorn
President & CEO

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

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TRAC
Train Riders Association of California



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May 26, 2020
Submitted to:
contact@
alamedactc.org

Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Agenda Item # 8.1, May 28 Meeting
Measure BB Exp. Plan Amendment

Dear Chair Cutter:

The Train Riders Association of California ("TRAC") is a statewide rail advocacy organization that has worked since 1984 to improve passenger rail service in California. TRAC has been involved in passenger rail planning for the Altamont Corridor for at least two decades. We have made presentations to the Valley Link Board and participated in their public meetings.

We write today to urge your Board to defer action on amending the Expenditure Plan for Measure BB until you receive an environmental impact report for Valley Link, which is nearing completion. The Administrative Draft was under review last October, and the Draft EIR is now scheduled for public review in September 2020. TRAC suggests the following reasons for deferral of this agenda item:

1. Without a certified EIR, there is no evidence to support the claim that the proposed Valley Link project will provide meaningful benefits to Alameda County taxpayers. The Commission has a special duty to taxpayers to make an affirmative finding of benefit, under Section 14 of the Expenditure Plan Guidelines:

> **No Expenditures Outside of Alameda County**: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. (emphasis added.)

2. From its inception, this project raised serious questions as to whether BART would be able to handle the additional passengers that Valley Link would transport from the Central Valley. The EIR

should resolve that question. If Valley Link were projected to make overcrowding on BART even worse, that would have serious implications as to whether the project could reasonably be judged as benefitting Alameda County residents.

3. An EIR would determine whether Valley Link would result in the construction of any infrastructure or station that would be inconsistent with the land use-constraining provisions of Alameda County year 2000 Measure D. On a related topic, an EIR will provide information on the Valley Link project's compliance with the County's Gateway Policy.

4. As the largest single capital project in Measure BB, BART to Livermore was the marquee project. Because of that special status, it demands special treatment above and beyond the 2/3 majority required for an amendment. This is not some minor project. Amending the Plan to include this project changes the entire profile of the measure, because the voters never gave their support to the Valley Link project. There is no evidence that the voters of the Tri-Valley, which did not support Measure BB, would support Valley Link.

5. Because Measure BB resulted in financial trade-offs between the Tri-Valley and the North County cities through a reweighting of the basic allocation formula for local streets and roads, the entire Expenditure Plan would need to be reopened to assure fairness for all jurisdictions.

6. Other alternative projects, including several that TRAC has advocated for, would potentially be far more cost-effective in providing the service that Valley Link seeks to offer. In particular, the $1+ billion dollar cost of the I-580 relocation is merely a utility relocation, offering no transportation benefit to taxpayers.

Thank you for considering these comments.

Sincerely yours,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President, TRAC

LAW OFFICES OF JASON A. BEZIS
3661-B Mosswood Drive
Lafayette, CA 94549-3509

May 28, 2020

Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607
VIA E-MAIL TO contact@alamedactc.org; vlee@alamedactc.org

Re: May 28, 2020 Meeting: Agenda Item 8.1: Opposition to Measure BB TEP Amendent

To Chair Cutter and Commissioners:

This office represents Alameda County citizens opposed to a request by the Tri-Valley-San Joaquin Valley Regional Rail Authority for a 2014 Measure BB Transportation Expenditure Plan Amendment.

This $400 million revision of the Measure BB TEP would completely change the largest capital expenditure in Measure BB. It is an epic "bait-and-switch" against Alameda County voters while they are distracted by a global state of emergency.

A major amendment of a voter-passed ballot measure is a major decision that should not be made during the COVID-19 emergency. Commissioners should carefully consider the Statement on Government Coronavirus Emergency Transparency by 140-plus organizations:

> Government bodies should not opportunistically take advantage of the public's inability to attend large gatherings to make critical decisions affecting the public's interest if those decisions can reasonably be postponed. Just as citizens are being asked to defer nonessential travel and errands, so should government agencies defer noncritical policy-making decisions until full and meaningful public involvement can be guaranteed.

The voter-approved text of Measure BB Transportation Expenditure Plan (TEP) states, "BART to Livermore ($400 M) This project funds the first phase of a BART Extension within the I -580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology."

This proposed amendment would substantially revise the TEP to state, "Valley Link Rail in Alameda County ($400 M) This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology."

"Valley Link Rail" to Altamont Pass is a drastically different project than BART within I-580 to western Livermore. Your Commission is constrained by this implementing guideline: "Under no

circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County." Alameda County receives little or no benefit by paying for a very costly rail line through Altamont Pass. Very few people live in Altamont Pass. There will be no station in Altamont Pass. A rail line funded by Alameda County taxpayers through Altamont Pass effectively is a gift of Alameda County funds to San Joaquin Valley real estate development interests. This is not what Alameda County voters contemplated in the 2014 election. Valley Link is a much different project than was sold to voters in 2014 – a BART line that ends in western Livermore. As such, it is akin to a "revision" of Measure BB, not a mere "amendment."

Moreover, this proposed $400 million amendment upsets the "overall geographic equity" consensus that underpins the Measure BB TEP. Measure BB spending on Valley Link in Altamont Pass does not "benefit" the Tri-Valley to the same extent that BART to Isabel Avenue would. Measure BB claims to distribute local street and road funding based on population and road miles, but ACTC manipulates the formula to reward certain cities and punish others based on other parts of the TEP. This $400 million amendment affects other funding formulas in the TEP and effectively revises them. The "geographic equity" is thrown off. To ensure "overall geographic equity," local street and road funding and other formulas need to be re-visited as part of this amendment process, pursuant to Implementing Guideline Nos. 12 and 13 and other authorities.

Your Commission would acting prematurely if it were to undertake this drastic revision of the Measure BB TEP today. "Valley Link" is an unproven and unknown project in many respects. Too little is known about it. A much-anticipated environmental impact report is not yet released. A 2003 Caltrans I-580 widening analysis stated that there is insufficient existing right-of-way to accommodate both a rail line and HOV lanes. Even if more freeway right-of-way were obtained, the new HOT lanes would need to be destroyed. The financing of Valley Link is questionable, which likely is why Valley Link wants to use this $400 million for construction in the Altamont Pass, which would not benefit Alameda County.

Before approving the TEP amendment, careful consideration also must be made about the impacts on BART. Before the COVID-19 emergency, the Dublin/Pleasanton BART line trains had been packed during commute hours. During the morning commute, many passengers board at West Dublin/Pleasanton, ride backwards to (East) Dublin/Pleasanton, and then jockey for space in the crowded trains.

Your Commission first should consider alternatives to Valley Link. The 2003 Caltrans I-580 widening study included an express bus alternative that deserves careful consideration. That 2003 analysis considered an express bus connection directly from I-580's HOV lanes to and from (East) Dublin/Pleasanton BART station. That likely would be the most cost-effective solution and could be implemented many years before an I-580 rail concept.

Your Commission also should re-consider the "t-BART" proposals that were much discussed in the early 2000s (sister project to "e-BART" in eastern Contra Costa County). There was a "t-BART" proposal that utilized the existing rail corridor in the Tri-Valley with a link to (East) Dublin/Pleasanton BART via Hacienda Business Park and the former Southern Pacific (Iron

Horse Trail) corridor, with a possible extension to Bishop Ranch in San Ramon. The "t-BART" proposals could be less costly and more effective to solving Tri-Valley transportation challenges than Valley Link. Your Commission should not rush into giving $400 million to Valley Link.

Voters in the Tri-Valley communities of Livermore, Pleasanton and Dublin did not support the Measure BB sales tax increase in the November 2014. Attached please find a map generated by the County Registrar of Voters that illustrates the depth of disapproval of Measure BB in eastern and southern Alameda County. The Tri-Valley is a sea of red. Measure BB won in just one precinct in Livermore, one precinct in Pleasanton, and maybe one or two precincts in Dublin. Measure BB won just 49 percent of the vote in Livermore. One solution could be for voters in the Tri-Valley to vote on whether or not the $400 million should be reallocated.

This major $400 million revision should not be decided by "lame duck" ACTC commissioners. A new county supervisor will be elected in November in eastern Alameda County. All three Tri-Valley cities could have new mayors after November. Let this controversial issue be publicly debated during these campaigns.

Livermore voters should feel especially betrayed. They have paid BART property taxes since circa 1962. They have paid the BART sales tax since circa 1970. They have paid a special Alameda County transportation sales tax since 1987. In 2014, after all those years of paying for BART service everywhere else, they were promised $400 million for BART to Livermore through Measure BB. Livermore got stuck with yet another ½ percent sales tax increase through Measure BB. Then ACTC manipulated the Measure BB local street and road funding formula to give Livermore much less than its "fair share" of funds based on population and road miles. Now Livermore would be stuck with higher taxes, no BART, diminished local street and road funding, and a forced subsidy of a costly and ineffective railroad through Altamont Pass.

Alameda County Transportation Commission and Measure BB beneficiaries jointly engaged in one of the most sordid political campaigns in county history to persuade voters – especially Tri-Valley voters – to support the Measure BB in 2014:

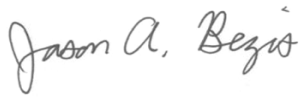
- The "Yes on BB" campaign literally was headquartered out of your general counsel's law office. ACTC more than doubled the size of your general counsel's contract after the "BB" passed.
- Another ACTC attorney was married to the Yes on BB campaign manager, who had earlier received a special ACTC consulting contract to develop Measure BB.
- Tess Lengyel, ACTC's current executive director, managed ACTC's supposedly neutral "public information" efforts concerning Measure BB. Ms. Lengyel was unavailable during the final weeks of the Measure BB campaign to fulfill her official duties. She failed to answer Public Records Act and other inquiries about Measure BB before the election. It was later revealed that Ms. Lengyel had been preoccupied with engaging in partisan, pro-BB propaganda. Video of a "Yes on BB" campaign fundraiser shows Ms. Lengyel openly participating in pro-BB election activities. The video shows Ms. Lengyel leading "Yes on BB" campaign donors in a pro-BB cheer. See: https://www.youtube.com/watch?v=GdjuU6DrURs

- With ACTC's legal advisors and ACTC's "Public Information" officer (Ms. Lengyel) working for the "Yes on BB" campaign, ACTC effectively (and illegally) became an arm of the "Yes on BB" campaign.
- ACTC used public funds to hire the Bay Area Council Economic Institute to conduct a supposedly "independent" economic analysis of Measure BB benefits. The Bay Area Council endorsed Measure BB.
- In August 2014, an official dedication ceremony for the ACTC Iron Horse Trail project in Pleasanton was inappropriately transformed into a "Yes on BB" campaign rally. Speeches expressly advocated for passage of Measure BB. A "Yes on BB" campaign sign was hung prominently behind the dais and at the ribbon cutting location.
- In October 2014, just a few days before the Measure BB election, ACTC's official dedication ceremony for the State Route 84 widening project in Livermore was inappropriately transformed into a "Yes on BB" campaign rally. As the ribbon was cut, the backdrop was a crowd of Building and Construction Trades union members waving "Yes on BB" campaign signs.
- Any semblance of a "firewall" between ACTC and the "Yes on BB" campaign was demolished. Just before election day, "Yes on BB" transferred thousands of dollars to arms of the Democratic Party to aid distribution of "slate cards" that not only boosted Measure BB, but also "picked winners" in mayoral and city council races around the county. This raises the concern the ACTC staff and contractors engaged in partisan political activities that altered the composition of ACTC itself.

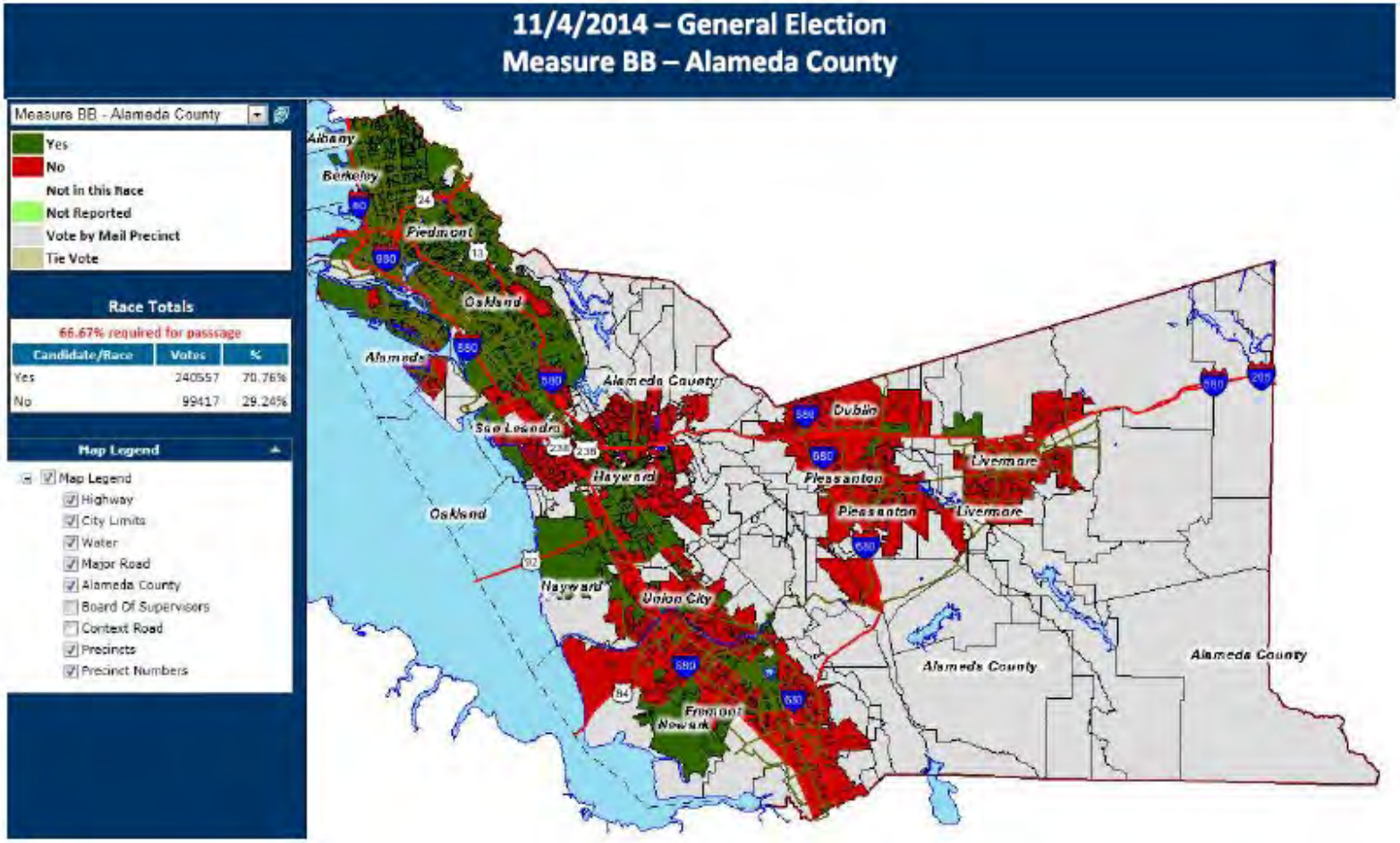
Many of these same parties, including the Bay Area Council and Building and Construction Trades unions, are today advocating for amendment of Measure BB.

For these reasons, your Commission should not take this major action today to reallocate $400 million to a controversial, unproven project that voters have not approved.

Sincerely,

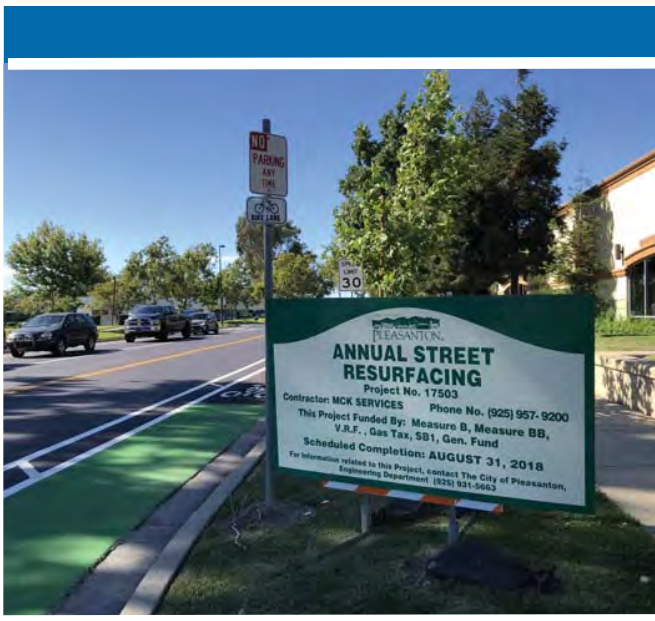


JASON A. BEZIS


11/4/2014 – General Election
Measure BB – Alameda County
Measure BB - Alameda County
Yes
No
Not in this Race
Not Reported
Vote by Mail Precinct
Tie Vote
Race Totals
66.67% required for passage
Candidate/Race
Votes
%
Yes
240557
70.76%
No
99417
29.24%
Map Legend
Map Legend
Highway
City Limits
Water
Major Road
Alameda County
Board Of Supervisors
Context Road
Precincts
Precinct Numbers
Albany
Berkeley
Piedmont
Oakland
Alameda
San Leandro
Hayward
Alameda County
Dublin
Pleasanton
Livermore
Union City
Fremont
Newark







2020
Comprehensive Investment Plan Update
Fiscal Years 2019/20 to 2023/24



ALAMEDA
County Transportation Commission

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May 2020

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Alameda County Transportation Commission
2020 COMPREHENSIVE INVESTMENT PLAN UPDATE

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APPENDICES

A. Technical Detail: Current Programming (previously approved on June 2019)
B. Technical Detail: Changes to Current Programming and Allocations
C. Technical Detail: 2020 CIP Update Five-year Programming Horizon with Allocation Plan
D. CIP Programming Principles and Guidelines
E. CIP Policies and Procedures
F. Alameda CTC Strategic Plan

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SECTION 1: INTRODUCTION

The Alameda County Transportation Commission (Alameda CTC) is responsible for the planning, programming, and allocation of local, regional, State and federal funding for transportation improvements throughout Alameda County.

Alameda CTC maintains programming and allocation authority for federal, State, regional and local transportation funding programs, such as the local, voter-approved measures (Measure B, Measure BB, and Measure F Vehicle Registration Fee), Transportation Fund for Clean Air (TFCA), State Transportation Improvement Program (STIP), and federal One Bay Area Grant Program (OBAG). Since 2016, Alameda CTC consolidates the programming and allocation for the funds sources under Alameda CTC's purview ("Alameda CTC Administered Funds") into a single programming and allocation document known as the Alameda CTC Comprehensive Investment Plan (CIP).

The CIP programming and allocations recommendations, in any given CIP cycle, demonstrates Alameda CTC's investment commitment to projects and programs that maintain and enhance the countywide transportation system based the current Commission's priorities at the time of the programming and allocation action(s).

The CIP contains programming and allocation policies, guidelines and procedures that guide Alameda CTC's investment decisions, programming and allocation processes, and the subsequent funding administration.

On June 17, 2019, Alameda CTC approved the most recent version of the CIP, the 2020 CIP. As part of an effort to maintain the programming and allocation record, the CIP is updated annually to capture programming and allocations made since the last approval of the CIP, and to document programming and allocations adjustments including new programming requests, proposed adjustments by Project Sponsors, and technical adjustments as required by the CIP and funding administration policies.

The CIP contains a document structure of:

- Purpose, Background, strategic objectives, and an overview of programming principles for all programming through Alameda CTC.
- Appendices include
    - Technical summaries of adjustments to the prior programming and a summary with the final programming record.
    - Programming and Allocation Guidelines for future programming
    - Policies and Procedures for Alameda CTC's programming and funding administration

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SECTION 2: PURPOSE OF COMPREHENSIVE INVESTMENT PLAN

The CIP is a programming and allocation document that establishes a financial investment strategy of funding under Alameda CTC's purview to deliver projects and programs ("projects") that allows the countywide transportation system to be more efficient and effective. The CIP identifies transportation funds from various sources expected to be available over a five-year programming horizon and targets them for transportation priorities in Alameda County.

The main objectives of the CIP are summarized as follows:

1. Translate long-range plans into short-range implementation
   The CIP transitions long-range plans into focused project/program delivery over a five-year programming window with a two-year allocation plan.

2. Serve as the Strategic Plan
   The CIP serves as Alameda CTC's Strategic Plan and satisfies public reporting requirements required by these funding programs.

   The revenue and expenditure assumptions for each fund source are confirmed periodically, and serve as the basis for the financial management of each funding program. Funding commitments to individual projects identified in the voter-approved transportation expenditure plans are confirmed, and current programming and allocations to these projects are documented in the CIP to satisfy annual strategic plan requirements mandated by the 1986 Measure B, 2000 Measure B and 2014 Measure BB Transportation Expenditure Plans.

3. Establish a consolidated programming and allocation plan
   The CIP is a decision-making programming document that is used to program fund sources under Alameda CTC's responsibility for capital improvements, program operations, and maintenance projects. Integrating all fund sources into one programming document permits Alameda CTC to coordinate the programming and allocation of multiple fund sources to ensure that the investments of funds from the individual sources are joined to maximize the effectiveness of the overall investments in the Alameda County transportation system.

   The CIP includes a two-year allocation plan for funds allocated by Alameda CTC. Projects included in the two-year allocation plan must be ready to begin the phase for which funds are allocated in the fiscal year indicated in the CIP. Allocated funds are made available for encumbrance in funding agreements with Project Sponsors

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and implementing agencies, and for contracts and costs related to projects implemented directly by Alameda CTC.

The CIP will be updated on an annual and biennial basis, as needed, to reflect updates to Alameda CTC's programming and allocations. The annual updates are intended to include technical updates to confirm commitments and programming and allocation actions occurring outside the regular CIP process. A biennial update of the CIP will include a more robust update that shifts the five-year programming and allocation horizon, and allows for additional projects to be nominated and programmed into the CIP against the newly available programming capacity granted by the horizon shift.

The CIP guides investments to projects that provide demonstrate significant public benefit, advance project implementation, and support leveraging of local, regional, State and federal dollars for Alameda County's transportation priorities.

SECTION 3: RELATIONSHIP WITH PLANNING

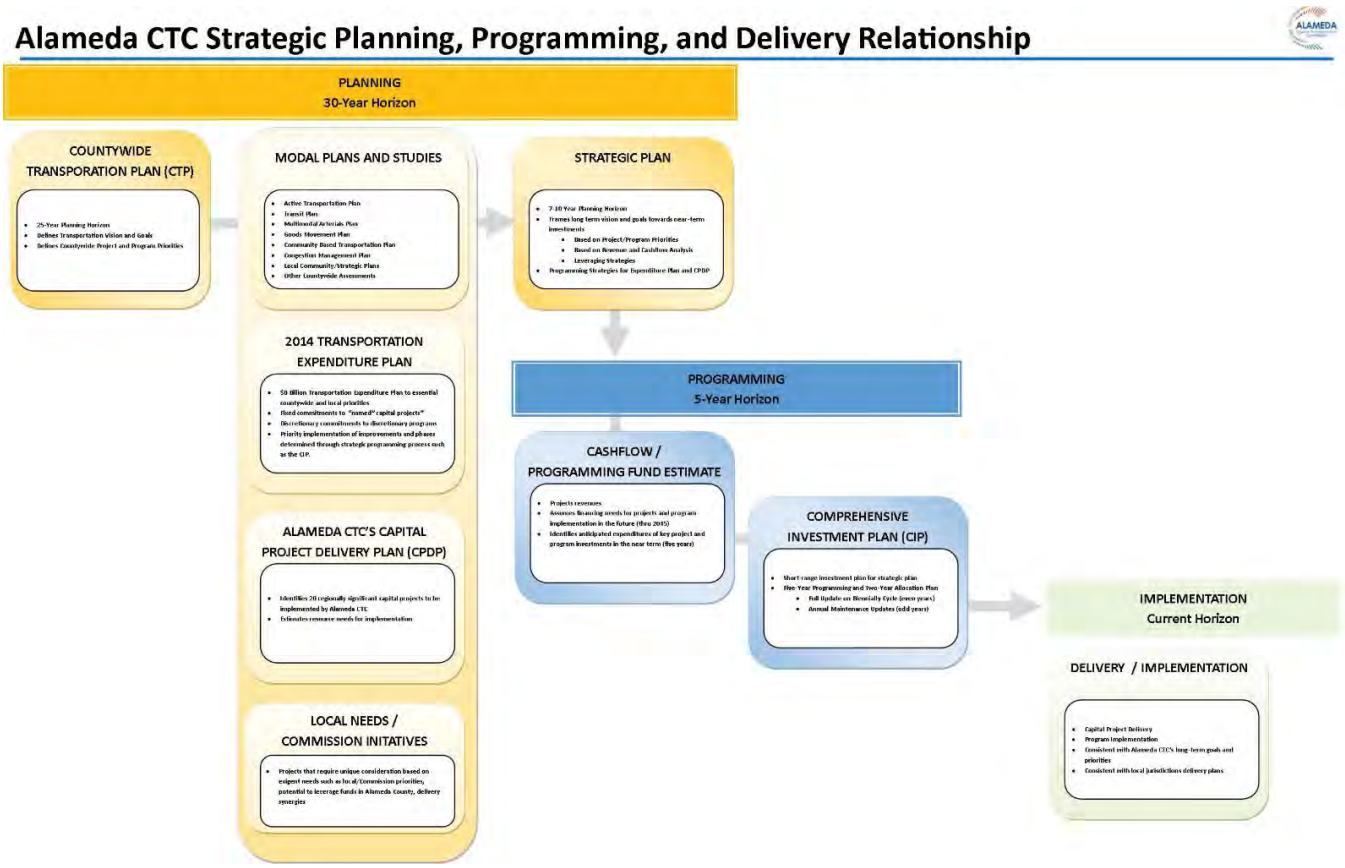
The CIP's purpose is to strategically program available funds towards transportation investments that support long-range vision and goals established in Alameda CTC's Countywide Transportation Plan (CTP), multi-modal plans, and voter-approved transportation expenditure plans.

To be considered eligible to receive programming and allocation of Alameda CTC's Administered Funds, candidate projects are required to have a direct nexus to the Alameda CTC's CTP, Alameda CTC's multi-modal plans (Transit, Goods Movement, and Arterials), and other local planning efforts. This ensures candidate projects are consistent in coordination with local, countywide, and regional transportation priorities. The development of these planning documents also satisfies the public outreach requirements of the certain regional, State, and federal fund sources when they are required of by the funding programs.

For Alameda CTC implemented projects, the CIP incorporates the delivery recommendations included in the Measure BB Capital Project Delivery Plan (CPDP) as approved in March 2016. The CPDP addresses projects implemented directly by Alameda CTC and identifies projects posed for local, regional, State and Federal funding. The CIP incorporates the CPDP programming recommendations, policy and procedures, and project delivery assumptions in their entirety as it makes programming and allocation recommendations to projects contained in the CPDP.

Projects demonstrating a nexus to countywide planning efforts and transportation priorities formulate the eligible candidate pool. These projects may submit

programming and allocation applications through the Alameda CTC's Call for Projects and request for allocation processes. Project selection and prioritization for the CIP is based, in part, on priorities identified in adopted planning documents and studies, Strategic Plan Guiding Principles, but also considers other Commission approved project selection criteria.



SECTION 4: FUND SOURCES AND REVENUE ESTIMATES

Alameda CTC has programming and allocation authority for a number of transportation fund sources at the county level, and programming authority for the Alameda County shares of certain federal and State funding. Alameda CTC acts on behalf of Alameda County at the regional, State, and federal levels for matters pertaining to transportation funding from federal, State, and regional sources, including infusions of funding such as stimulus programs and proceeds from bond sales.

The CIP includes the fund sources listed below grouped according to the category federal, State, Regional and local funding.

Federal Program	
Fund Source	**Description**
Surface Transportation Program	Alameda CTC, as Alameda County's congestion management agency (CMA), is responsible for soliciting and prioritizing projects in Alameda County to receive a portion of the federal Surface Transportation Program (STP) funding. The STP is provided through funding from reauthorization of the federal funding for surface transportation by which Alameda CTC receives federal monies. The Metropolitan Transportation Commission (MTC) approves the programming of the STP funding for the nine-county Bay Area based on input by the CMA for each of the nine counties.
Congestion Mitigation & Air Quality Program	Alameda CTC, as the CMA, is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Congestion Mitigation & Air Quality Program (CMAQ) in the same fashion as the STP funding. The CMAQ is provided through funding from the reauthorization of federal funding for surface transportation by which Alameda CTC receives federal monies. The CMAQ funds are used on projects that will provide an air quality benefit. MTC approves the programming of the CMAQ funding for the nine-county Bay Area based on input by the CMA for each of the nine counties.

State and Regional Programs	
Fund Source	**Description**
State Transit Assistance	State Transit Assistance is the State's flexible transit funding program which may be used for capital or operating purposes. The statewide STA program is split equally between a Revenue-based program (Public Utilities Code 99314) and a Population-based program (Public Utilities Code 99313). Under MTC Resolution 4321, Congestion Management Agencies (CMAs) are charged with playing a coordinating role in the development of a STA Population-Based distribution program within their county. MTC Resolution 4321 replaced MTC Resolution 3837 with a new transit-focused, One Bay Area Grant (OBAG)-style STA County Block Grant for 70 percent of the STA Population-Based funds received by MTC, with the remaining 30 percent directed towards MTC's Regional STA Program. MTC Resolution 4321 includes several policy conditions for the STA County Block Grant Program.
Regional Measure 2 and Future Regional Measures	In 2004, voters passed Regional Measure 2 (RM2) raising the toll on the seven state-owned toll bridges in the San Francisco Bay Area by $1. This extra dollar funds various transportation projects within the region determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in Senate Bill 916 (Chapter 715, Statutes of 2004). Specifically, RM2 establishes the Regional Traffic Relief Plan and identifies specific transit operating assistance, and capital projects eligible to receive RM2 funding.
State Transportation Improvement Program	Alameda CTC, as the CMA, is responsible for soliciting and prioritizing projects in Alameda County for the Alameda County Share of the State Transportation Improvement Program (STIP). Programming for each "County Share," of the Regional Improvement Program (RIP) portion of the STIP, is recommended by the CMA for each county (i.e., by Alameda CTC for Alameda County). The STIP is updated by the California Transportation Commission (CTC) on a two-year cycle with new STIP cycles approved every even year. The CTC adopts a fund estimate for each STIP cycle during the year before the even-numbered year in which the STIP cycle is adopted. The fund estimate provides the amounts for each of the County Shares that comprise the RIP portion of the STIP cycle. The STIP programming horizon is a five-fiscal-year window with two new fiscal years added each STIP cycle. Most programming capacity added in a given STIP cycle is in the two new, outer fiscal years of the STIP programming horizon. The funds programmed in the STIP are subject to the STIP Timely Use of Funds Provisions prescribed in the STIP Guidelines typically adopted with each STIP cycle.
Transportation Fund for Clean Air Program	State law permits the Bay Area Air Quality Management District (BAAQMD) to collect a fee of $4 per vehicle per year to reduce air pollution from motor vehicles. The fee provides the revenues for the Transportation Fund for Clean Air (TFCA) which is distributed by the BAAQMD at the regional and county levels. Sixty percent of the funding is programmed by the BAAQMD at the regional level. The

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State and Regional Programs	
	remaining 40 percent is allocated annually by the BAAQMD for programming and allocation by the Program Manager for each county. Alameda CTC is the TFCA Program Manager for Alameda County. The Alameda County Program Manager funds are split 70 percent to the cities and the County; and 30 percent to transit-related projects.

Local Programs	
Fund Source	**Description**
1986 Measure B	In November 1986, voters passed the 1986 Measure B, a 15-year measure expected to generate more than $990 million through a half-cent transportation sales tax to fund local streets and roads improvements, bus and paratransit services, and other transportation infrastructure projects. The 1986 Transportation Expenditure Plan guides the use of those funds. Sales tax collection authorized by the 1986 Measure B ended in 2002, but several projects from the 1986 Measure B Capital Program are still underway. The 1986 Measure B generated more than $353 million for transportation programs and $864 million for highway, roadway and transit improvements. The sales tax collection for the 1986 Measure B ended in 2002, and no additional revenues are assumed.
2000 Measure B	Alameda County voters approved the 2000 Measure B Transportation Expenditure Plan (2000 TEP) which authorized a 20-year half-cent sales tax to be used for the transportation purposes identified in the 2000 TEP. Alameda CTC administers the 2000 Measure B Program to deliver essential transportation improvements and services. The 2000 TEP guides the expenditures of the 2000 Measure B funds. The collection of 2000 Measure B funds began on April 1, 2002 and will continue through March 31, 2022. The 2000 Measure B funds are divided as prescribed in the 2000 TEP between funds allocated directly to the jurisdictions and transit operators, and the funding available for the programs and capital projects named in the Measure. The 2000 Measure B funds are distributed as follows: *Direct Local Distributions*: The direct local distribution (DLD) funds are distributed directly to local jurisdictions and transit operators as they are received by Alameda CTC in accordance with the provisions set forth in the 2000 TEP and the Master Program Funding Agreements between Alameda CTC and the local jurisdictions. The percentages of net revenues used for the distributions are prescribed in the 2000 TEP as follows: • Mass Transit Operations (21.22 percent) • Local Streets Maintenance and Safety (22.34 percent) • Bicycle and Pedestrian Safety (3.75 percent) • Special Transportation for Seniors and People with Disabilities (9.02 percent) *Discretionary Programs*: The 2000 TEP includes a number of commitments to the following discretionary programs that are available for program management and implementation by Alameda CTC, a Countywide Bicycle and Pedestrian Coordinator position, and discretionary projects based on the percentages or amounts specified in the 2000 TEP: • Express Bus Service Countywide (0.7 percent) • Bicycle and Pedestrian Safety (1.25 percent) • Special Transportation for Seniors and People with Disabilities - Coordination and Gaps in Service Grants (1.43 percent) • Transit Center Development Funds (0.19 percent) *Capital Projects*: The 2000 TEP includes commitments to individual capital projects. Alameda CTC distributes sales tax funds for capital projects on a reimbursement basis in accordance with funding

Local Programs	
	agreements between Alameda CTC and recipient agency, or for eligible project costs incurred directly by Alameda CTC.
2010 Vehicle Registration Fee	Alameda County voters approved the Alameda County Vehicle Registration Fee (VRF) Program in 2010. The funds made available by the VRF are distributed as follows: *Direct Local Distributions*: The DLD portion of the VRF funding is distributed as follows: • Local Road Improvement and Repair Program (60 percent) • Local Transportation Technology (10 percent) o On January 23, 2014, the Alameda CTC adopted a VRF Local Transportation Technology Program Policy to direct the administration of the Local Transportation Technology Program as a DLD program to the Alameda CTC.. *Discretionary Programs*: A portion of the VRF funding is distributed for the following grant sub-programs on a reimbursement basis: • Transit for Congestion Relief (25 percent) • Pedestrian and Bicyclist Access and Safety Program (5 percent)
2014 Measure BB	Alameda County voters approved the 2014 Transportation Expenditure Plan (2014 TEP) as part of Measure BB in November 2014. Measure BB authorized the augmentation and continuation of the voter-approved 2000 Measure B sales tax with a second half-cent sales tax through the end of the 2000 Measure B collection period, i.e. March 31, 2022, followed by a one-cent sales tax authorizes from April 1, 2022 through March 31, 2045. The 2014 Measure BB funds are allocated as follows: *Direct Local Distributions*: The 2014 Measure BB DLD funds are distributed directly to local jurisdictions and transit operators as they are received by Alameda CTC in accordance with the provisions set forth in the 2014 TEP and the Master Program Funding Agreements between Alameda CTC and the local jurisdictions. The percentages used for the distributions are prescribed in the 2014 TEP as follows: • Transit Operations, Maintenance, and Safety Program (21.55 percent) • Local Streets Maintenance and Safety (20 percent) • Bicycle and Pedestrian Infrastructure and Safety (3 percent) • Affordable Transit for Seniors and People with Disabilities (9 percent) *Discretionary Programs*: The 2014 TEP includes a number of commitments to the following discretionary programs available that are available for program management and implementation by Alameda CTC, a Countywide Bicycle and Pedestrian Coordinator position, and discretionary projects based on the percentages or amounts specified in the 2014 TEP: • Affordable Student Transit Pass Program ($15 million) • Affordable Transit for Seniors and People with Disabilities/Coordination and Service Grants (1 percent) • Bicycle and Pedestrian Program (2 percent) • Community Investments That Improve Transit Connections to Jobs and Schools (4 percent) • Congestion Relief, Local Bridge Seismic Safety ($639 million) • Freight and Economic Development Program (1 percent) • Technology, Innovation and Development Program (1 percent) • Transit Innovation Program (2.24 percent) *Capital Projects*: The 2014 TEP includes commitments to individual capital projects and to groups, or categories, of capital projects as described in the 2014 TEP. Alameda CTC distributes sales tax funds for

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Local Programs	
	capital projects on a reimbursement basis in accordance with funding agreements between Alameda CTC and recipient agency, or for eligible project costs incurred directly by Alameda CTC.
Local Exchange Program/CMA Transportation Improvement Program	Alameda CTC administers a local fund exchange program to exchange State and federal funds for local monies, giving Project Sponsors the flexibility to streamline and expedite project delivery. The local funds also allow agencies to begin projects earlier than would otherwise be possible due to the uncertain timing of the availability of State and federal funds in any given funding cycle. Based on State and federal economic conditions, the availability of State and federal funds is often delayed to beyond the year in which the funds were originally programmed. Such delays are unilateral from the State and/or federal levels and put a strain on timely implementation of projects. The local fund exchange program allows local monies exchanged for the State and federal funds to be available earlier, and on a more dependable timeline, than the State and federal funds in many cases. Exchanges are approved on a case-by-case basis, as opportunities present themselves.

SECTION 5: PROGRAMMING REQUIREMENTS

Projects must satisfy the following programming requirements to be considered for programming and allocation by Alameda CTC.

1. Projects must be included in, and be consistent with the most current adopted Regional Transportation Plan and Alameda CTC's Countywide Transportation Plan.
2. Projects must demonstrate a public benefit towards building and maintaining the transportation infrastructure in Alameda County.
3. Projects must be publicly accessible and provide direct benefits to public transportation infrastructure and operations.
4. Projects must meet the goals and objectives of the funding sources and programs that are ultimately recommended by Alameda CTC.
5. Projects funded with 2000 Measure B, 2014 Measure BB, and VRF must be consistent with requirements and priorities of their respective expenditure plans.

Funds are programmed from a specific fund source(s), in a given fiscal year to a specific phase(s) of a project. The expected outcome of the total project, or of implementing any phase of the project, with funds programmed in the CIP, shall be consistent with the goals and objectives of the CTP, and any applicable fund source specific requirements.

Programming and allocations requests must at minimum contain the following:

- Project scope, cost, schedule,
- Description of benefits to determine the expected outcome and whether or not the outcome is consistent with the CTP and fund source goals and objectives.
- Funding breakdown by phase. Cost estimates for all phases are required for projects requesting programming or allocations for phases beyond environmental approval.

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SECTION 6: PROGRAMMING PRINCIPLES AND GUIDELINES

Alameda CTC's programming and allocation decisions shall be based on a project's ability to achieve the following five fundamental policy principles that serve as a guide for the CIP development and project selection.

1. Implementing Alameda County's adopted vision
   All funding decisions will support implementation of Alameda CTC's long-range transportation vision for Alameda County as adopted in its long-range Countywide Transportation Plan.

2. Balanced strategic program across project delivery phase
   Alameda CTC strategically invests financial resources to optimize transportation planning, project delivery and performance analysis. The CIP will identify investments in all stages of project development. Striking a balance between project development and capital phases is desired to support a combination of project development phases that will utilize the available programming capacity and to position the county to leverage federal, State and regional funding sources as they become available. This will include considering the delivery status of projects to optimize competitiveness for future grant opportunities.

   Alameda CTC uses the following project or program delivery phases:
   - Planning/Scoping/Conceptual Engineering
   - Preliminary Engineering/Environmental Studies
   - PS&E/Final Design
   - Right-of-Way Acquisition and Engineering
   - Construction Capital and Support
   - Equipment/Rolling Stock Acquisition
   - Operations (includes Safe Routes to School, paratransit programs, transit-related operations)
   - Post-Construction Activities
   - Project Closeout

   The CIP will also include countywide program/operational investments including, but not limited to, the Safe Routes to Schools Program, senior travel training/mobility management, and system performance-monitoring efforts.

4. Maximizing transportation investments
   Alameda CTC will work with local agencies to program funds to projects that are implementation ready, have a credible funding plan, meet the requirements of the fund source and provide transportation benefits. The CIP will examine opportunities

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to leverage the local fund sources to the maximum extent possible. In addition, Alameda CTC will use the CIP to identify co-benefits between projects, when practical and feasible.

5. Investments in all modes and areas within Alameda County
   The CIP strives to identify investments in all modes of transportation, project phases, and geographic areas in Alameda County. The CIP is constrained to the revenue projected to be available for the five-year programming. Alameda CTC will use the CIP to monitor geographic equity and modal equity investments over time.

6. Delivering solutions while ensuring accountability
   Alameda CTC will require timely and cost-effective project delivery, and will monitor implementation to ensure Project Sponsors are accountable for their projects. The CIP will promote the timely delivery of projects, leveraging of local funds and minimizing cost increases due to delays. Projects funded through the CIP will be subject to the requirements of each fund source used to implement the project. Timely use of funds provisions will apply to all funds programmed and/or allocated in the CIP.

Programming Principles and Guidelines

Programming and allocations decisions shall be based on a CIP Programming Principles and Guidelines included in the CIP's appendices. This describes the complete framework for programming and allocation decisions made by Alameda CTC, including defining eligible projects, eligible Project Sponsors, eligible costs, funds sources, funding guidelines and requirements.

Key project merits will be considered (in no particular order) such as:

- Congestion Relief: Project's ability to enhance mobility and access by addressing existing and future congestion and travel demands.

- State of Good Repair: Project's ability to improve the condition of existing transportation facilities or address identified issues if the system is left unimproved.

- Transportation Significance: Project demonstrates regional or countywide significance towards improving the transportation network, economic competitiveness, and environmental conditions i.e. regional greenhouse gases.

- Safety and Connectivity: Project's ability to foster a safe, connected, accessible transportation system for multimodal movement of goods and people.

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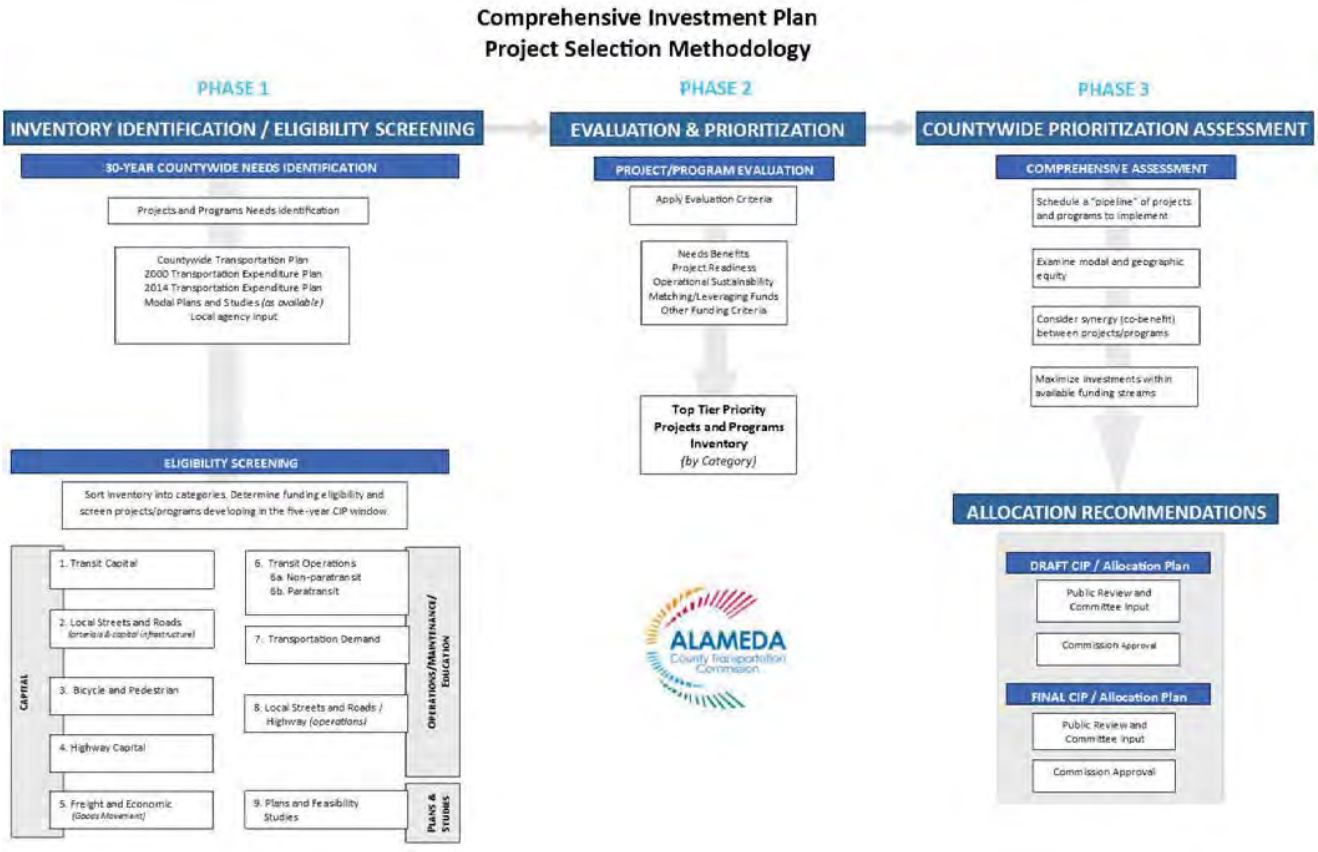
- Multimodal Access: Project's ability to contribute to a multimodal transportation system that serves all users, provides transportation choices, and provides greater access to schools, jobs, homes, and transit.

The CIP programming principles are not intended to replace existing programming requirements of individual fund sources. Instead, the principles are intended to inform the uniform consolidation of historically separate programming practices, where applicable, to more effectively coordinate funding towards beneficial transportation projects that address congestion, state of good repair, economic development, access, safety, and connectivity of a multimodal transportation system.

Programming Guidelines are described in detail by program in the CIP's appendices.

SECTION 7: PROJECT SELECTION METHODOLOGY

The project selection methodology for the CIP is based on three step/phased approach as described below and illustrated in CIP Project Selection Methodology Diagram shown here.



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Phase 1: Project Identification and Screening

Alameda CTC will identify project inventories from the CTP, countywide modal plans, short- and long-range transportation plans and other local planning documents. The inventory will be screened for eligible projects that are ready to be implemented within the five-year CIP window based on schedule, a credible funding plan and local prioritization. Alameda CTC may also initiate a Call for Project to gather updated project information to inform project selection decisions for CIP programming and allocations.

Alameda CTC will separate projects into modal categories based on the type of project (bicycle/pedestrian, roadway, etc. Projects will be assessed for eligible funding sources to ensure they meet funding requirements. The CIP Programming Principles and Guidelines located in the CIP's appendices provides a summary of the categories and sample project types included in the CIP.

The goal of Alameda CTC's funding recommendations will be to fund a project phase by phase, as applicable, so that the project can progress from development to construction and project delivery. Projects outside the five-year period will be considered for future implementation in subsequent funding cycles and CIP updates.

Phase 2: Project Evaluation

Based on the list developed in Phase 1, Alameda CTC will prioritize projects relative to each other in defined category types. Projects will be evaluated against the same category of projects (i.e., transit projects will be evaluated against transit projects, road projects against road projects, etc.). This approach will provide a balanced prioritization process that compares similar project types to one another. Projects specifically named in expenditure plans will be separated from those seeking discretionary funding and will be prioritized independent of the discretionary projects. Based on their scoring assessment, projects will be evaluated and arranged into three tiers within their respective categories (high, medium and low priority). This sorted list will then move into the third phase of evaluation.

Alameda CTC will evaluate eligible projects using the programming criteria adopted as part of the CIP, and other Commission actions, as the basis for programming and allocation decisions.

Phase 3: Countywide Prioritization Assessment

The final step in the project selection process will examine the top tiers of each category from the Phase 2 scoring, to strategically program available funding, to achieve countywide goals and priorities. Alameda CTC will perform a systematic examination across all of the categories to identify financial strategies, geographic and modal equity, and co-benefits between proposed improvements as part of the CIP update process

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every two years, when the five-year programming window is shifted two years into the future.

Alameda CTC will examine opportunities to promote the timely delivery of projects, and leveraging of local funds. Programming recommendations will be constrained by the total available programming within the five-year CIP window, and by fund source eligibilities of projects.

Projects outside Alameda CTC's programming availability in the five-year CIP will be considered for inclusion in future funding cycles and CIP updates.

Project Selection Criteria

The CIP project selection criteria as approved and incorporated in the CIP updates, includes traditional programming criteria used previously by the Alameda CTC. The CIP uses four categories of criteria to score each project:

1. Readiness Delivery Criteria
   The project has a well-defined funding plan, budget and schedule; implementation of the project phase is feasible; governing body approval and community support are demonstrated; and the agency has the ability to coordinate among internal and external agencies, as applicable.

2. Needs and Benefits Criteria
   The project need is clearly defined and demonstrates how the transportation improvement will benefit intended users by increasing connectivity, improving access, supporting well-maintained transportation facilities/equipment (as applicable); promotes innovation and a multimodal system; improves safety; supports a clean environment; and strengthens the economy.

3. Matching and Leveraging Funds Criteria
   The project has secured funding from other sources or demonstrates how it will leverage other funds for use on the project.

4. Other Funding Features
   As applicable, other requirements mandated by other funding sources/programs.

Alameda CTC will, to the extent possible, implement the above project selection process using the CIP programming principles identified in Section 6: Programming Principles and Guidelines for programming and allocation decisions.

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SECTION 8: BASIS OF PROJECT COST SHARING

The investments of funding programmed in the CIP considers the overall project cost/funding picture and expected outcomes. The baseline for cost sharing is typically the proportional share of Alameda CTC Administer Funds against the total project costs at completion.

Project Sponsors are required to request Alameda CTC Administered Funds by phase and to provide matching funds to such request by phase. This ensures during any given CIP programming cycle the Commission's requirement for a minimum level of project cost sharing is achieved.

In the event, Alameda CTC funds are required in an earlier phase to increase the competitiveness of a project to leverage other funds sources, Alameda CTC, may at its discretion, make a programming recommendation to a phase without a match, that considers the project cost sharing overall.

A risk sharing arrangement shall be included in any funding agreement which obligates funding allocated by Alameda CTC in advance of its proportional share (based on the total funding) for project phases beyond environmental approval, especially for projects that do not have funding identified for all phases of implementation.

The following principles shall be the basis of cost sharing considered for programming and allocations approved by Alameda CTC:

- Complete Project Information
  Request for allocations through the CIP process and subsequent funding agreement packages shall include a summary of estimated total costs segregated by phase; a corresponding milestone schedule showing begin and end dates for each phase (and any significant delivery milestones within each phase); and the anticipated funding (all sources) for each phase segregated by source.

- Funding Agreement Requirements
  Project cost sharing shall be established in the funding agreements based on the information provided with the request for allocation and funding agreement packages. The cost sharing proportions documented in the funding agreement shall be used for risk sharing associated with the implementation of the phase(s) covered by the agreement.

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- Local Cooperation Policy and Eligibility of Locally Incurred Costs
  Project Sponsors, and local jurisdictions whom are directly benefitting from the expected outcomes a project implemented in their locality by Alameda CTC, the Project Sponsor, or other implementing agencies, are required to be active funding partners to further the delivery of such improvement project.

  Locally incurred costs such as staff costs associated with providing technical assistance, support, or coordination to further the delivery of a project by an implementing agency can be included in the total cost and funding amounts for the purposes of cost and risk sharing at the total project level. However, the costs shall not be included in the costs eligible for reimbursement by the funds allocated by Alameda CTC stipulated in the funding agreement, unless they are specifically identified as eligible in the funding agreement.

  Jurisdictions whom are Measure B/BB/Vehicle Registration Fee Direct Local Distribution (DLD) Recipients are encouraged to use local funds to support matching costs. DLD recipients shall not be eligible for reimbursement for local staff costs from Alameda CTC Administered Funds allocated to the Project. Project Sponsor staff costs can be included in the total cost and other funding amounts for the purpose of meeting the cost and risk sharing provisions of Agreement, but staff costs will not be considered reimbursable costs unless the Project Sponsor is performing direct activities related to the phase of the project.

  Refer to the Local Cooperation Policy in the CIP's Policies and Procedures appendix.

SECTION 9: FUND MANAGEMENT AND CIP ADMINISTRATION

Alameda CTC is responsible for the management and administration of the various funding programs within its programming and allocation purview. The CIP provides a summary of the programmed and allocated amounts for each fund source administered by Alameda CTC, and in some cases the fund sources administered by other agencies.

The fund sources administered by Alameda CTC must be managed in accordance with applicable laws and requirements related to the individual fund sources, and with government accounting standards. The programming and allocations included in the CIP provide the basis for the financial and accounting activities performed by Alameda CTC's annual budget, programming fund estimate, and cash management analysis. In general, the financial and accounting activities performed by Alameda CTC occur in the background of the day-to-day project implementation activities, and do not typically hinder a projects ability to be delivered. The specifics related restrictions of use, or

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timing of reimbursements for allocated fund shall be addressed in the applicable funding agreement(s).

Alameda CTC Administered funds under Alameda CTC's direct administration purview shall be encumbered into a funding agreement with the Project Sponsor. The funding agreement shall be consistent with the original request for allocation/project application that was used to inform Alameda CTC's programming and allocation decision. Alameda CTC provides for a formal and administrative amendment process to amend an executed funding agreement to adjust the scope, funding, milestones, schedules based on a Project Sponsor's request.

CIP Administration

The CIP is updated periodically, as needed, to assess programming and allocations adjustments that reflect project changes resulting from schedule modifications, changes in priorities, new policies, regulations or laws, and funding adjustments. The Commission may amend the CIP at any time if an action must be taken before the next CIP update period. The Commission must approve all project additions or deletions. The Commission authorizes the executive director or his or her designee to administratively approve the acceleration of project/program schedules, as long as they can be accomplished within the budgeted amount. This is to maintain project scheduling and coordination with any other activities that may impact or delay project implementation or development. Significant changes in the scope of work, implementation schedule or costs will be presented to the Commission for consideration.

The CIP is updated in consultation with other planning and programming efforts such as the Alameda County Congestion Management Program, the Countywide Transportation Plan and Alameda CTC's annual budget process.

Annual CIP Update

Annual updates, as needed, include modifications to financial projections and confirmation of programming and allocation commitments in association with Alameda CTC's annual budgetary processes. Additionally, annual updates will examine general strategic planning of its projects and programs, and the status of various commitments, and technical adjustments required periodically.

Biennial CIP Update

Every two years, as needed, Alameda CTC will comprehensively update the CIP to review existing CIP projects and to open a nomination window for new projects. The biennially update occurs on odd number fiscal years, and represents a shift of the programming window to add the next two fiscal years.

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Biennial CIP updates will include review of existing projects and programs to determine whether to recommend continuing or postponing funding and delaying, removing or reincorporating projects/programs. Alameda CTC may recommend additional funding to continue existing approved projects. As part of this update, Alameda CTC will open a nomination window to consider new projects for additional capacity granted with the two-year shift of the programming horizon. Projects submitted during the nomination window that meet the Commission-adopted screening criteria will be evaluated and prioritized for funding consideration.

Periodically, Alameda CTC will reassess the CIP development process, prioritization methodology and allocation process for consistency with any updated policies and goals. Alameda CTC will update and amend the CIP accordingly to account for project changes resulting from schedule modifications, changes in priorities, new policies, regulations or laws, and funding adjustments.

CIP Amendments / Adjustments

CIP Amendments / Adjustments are considered on a case-by-case basis, and may occur in the following situations:

- Alameda CTC made a programming recommendation that received final programming actions by other agencies for federal, State or regional funds.
- Additional funding is needed to complete a CIP project.
- Commission approved programming made off-cycle of a CIP update.
- Matching funds are needed to immediately leverage non-Alameda CTC Administered funds to Alameda County.
- Project Sponsors requested a fund exchange among existing approved projects to prevent delays or cost increases to the project.
- Project Sponsors required updates to reflect additional revenue from new or existing fund sources, or updated confirmed amounts.
- Project Sponsors are unable to meet the environmental and full funding requirements as defined in the sales tax expenditure plans.
- Project Sponsors reported changes such as budget increases, schedule delays or other factors that may impede project delivery.

Adjustments to the current CIP programming and allocation record will be reflected in the next regularly scheduled CIP update.

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SECTION 10: ALLOCATION PROCESS AND REQUIREMENTS

Alameda CTC maintains programming and allocation authority for a variety of transportation fund sources. Programming and allocations shall be approved by Alameda CTC in accordance with the requirements of the individual fund source and with the standard programming and allocation procedures and requirements further described in the CIP's Policies and Procedures appendix.

Generally, Alameda CTC allocates the funding for which it has allocation authority based on Requests for Allocations Packages in the form of separate allocation requests for named projects in the Transportation Expenditure plans or through funding applications submitted to Alameda CTC for funding consideration by Project Sponsors during a CIP call-for projects.

The Request for Allocation package shall include an overall project implementation plan which identifies anticipated costs by phase and potential funding sources for each phase throughout completion of the project. Requests for allocations for multiple phases without specifying amounts for the individual phases shall be considered on a case-by-case basis.

Generally, Requests for Allocation Packages should be submitted to Alameda CTC at least 45 days prior to the regularly scheduled Alameda CTC Commission meeting at which the request will be considered for approval. In some cases, the project activities to be funded by an allocation being requested will be performed by an implementing agency that is different than the sponsor. In such cases, the request for allocation package should be prepared by the implementing agency and submitted to Alameda CTC by the Project Sponsor.

Alameda CTC has allocation authority for funds from the following sources:

- 1986 Measure B (1986 MB);
- 2000 Measure B (2000 MB);
- 2010 Vehicle Registration Fee (VRF);
- 2014 Measure BB (2014 MBB);
- Transportation Fund for Clean Air (TFCA) Program Manager; and
- CMA Transportation Improvement Program (CMATIP).

Alameda CTC allocates to the following phases:

- Planning/Scoping/Conceptual Engineering
- Preliminary Engineering/Environmental Studies
- PS&E/Final Design

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- Right-of-Way Acquisition and Engineering
- Construction Capital and Support
- Equipment/Rolling Stock Acquisition
- Operations and/or Maintenance

SECTION 11: APPROVAL OF ADVANCE/PAYBACK AND EXCHANGE ARRANGEMENTS

Requests for advances or exchanges of funds programmed or allocated by Alameda CTC shall be considered on a case-by-case basis and shall only be approved if Alameda CTC resources permit such advance/exchange, and if a significant benefit to the implementation of the project can be identified.
Requests for such advances or exchanges shall be submitted in writing by the Project Sponsor, and shall include, at minimum:

1. Project Status and Current Implementation Plan
2. Project delivery strategy with the funding or exchange proposal that describes the costs and fund sources to be involved in the proposed advance or exchange.
3. Timing availability of the funds for which the advance or exchange is requested
4. Repayment schedule of Alameda CTC funds that are proposed to be advance
5. Intended use of the funds freed up by the advance or exchanged

Any advance or exchange arrangement involving funds programmed or allocated by Alameda CTC must be approved prior to allocation, and shall be addressed in the applicable funding agreement.

SECTION 12: SELECTION OF PROJECTS AND PROGRAMS FOR FINANCING

Management of the accounts established for the voter-approved funding programs requires forecasts and projections of revenues and expenditures for the revenue sources and expenditure commitments included in each program. The CIP includes revenue projections for each of the funding programs administered by Alameda CTC. Alameda CTC confirms the priorities for the expenditure commitments through the programming and allocations included in the CIP.

While the cumulative committed expenditures remain less than the cumulative revenues, Alameda CTC is able to fund the investments approved in the CIP on a pay-as-you-go basis. When enough projects are approved that create a scenario where the cumulative committed expenditures exceed the cumulative revenues for any of the funding programs, program level financing will be required to make the funds committed available when needed for project implementation.

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The type of financing will be determined by the timing of the need for funding, the current financial markets, and the type of expenditure to be financed. Certain types of financing have restrictions on the timing and the type of expenditures that can be financed. The decision to finance projects and programs requires lead time to identify the most beneficial type of financing, and to perform the activities required for the financing to be approved.

The projects to be financed will be identified when the need for program level financing is identified at the fund account level. Individual project-level finance is only made on a case-by-case basis, where program level financing is not a viable option due to extraordinary circumstances. The basis of the program wide financial models is the information gathered for the programming and allocations approved in the CIP updated to reflect current project or program status.

SECTION 13: PROJECT DELIVERY RESPONSIBILITIES

The implementation of projects in the CIP begins once Alameda CTC approves the funding for the project. The Project Sponsor is the agency that takes the overall responsibility for project delivery, advocacy and reporting for the project regardless if it not the direct implementing agency for the project, unless otherwise agreed through written agreements between the Project Sponsor and the implementing agency.

Alameda CTC acts as project cosponsor, and as implementing agency, for phases of a number of projects and programs. As implementing agency, Alameda CTC incurs eligible project costs through contracts with vendors, staff charges and other direct costs. Implementing agencies, other than Alameda CTC, receive reimbursements from Alameda CTC via funding agreements which encumber the funds allocated by Alameda CTC. Once the funding agreements are in place, implementing agencies may encumber the funds for contracts and other direct costs to deliver the project as provided for in the funding agreement. Alameda CTC monitors the performance of the projects during implementation and after implementation during operations based on information provided by the Project Sponsor.

Throughout the implementation process, Alameda CTC relies on Project Sponsors and implementing agencies to communicate regularly about project activities and status as required by the funding agreements. The regular updates from Project Sponsors support Alameda CTC's management of the overall set of projects. The information collected from Project Sponsors provides the basis of the project status information made available to the public by Alameda CTC.

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Timely and accurate reporting is essential for early identification of potential project or program issues, and of circumstances that may adversely affect project delivery. Alameda CTC needs as much lead time as possible for approving changes to project or program funding in reaction to project risks. Project Sponsors and implementing agencies must communicate risks to Alameda CTC as soon as they are identified by the Project Sponsor or implementing agency.

If a project requires additional funding, or a change to the funding as approved in the CIP, Alameda CTC will review the funding request and consider providing more funding, or approving changes to existing funding, in future CIP update cycles. If an amendment is required prior to the next CIP update cycle to maintain the current implementation schedule, Alameda CTC may approve additional funding, or changes to previously approved funding, at any regularly scheduled Commission meeting.

The CIP document will not be updated and re-published after each off-cycle funding adjustment. Off cycle adjustments to the funding approved in the CIP will be summarized as current programming in the next CIP update cycle.

SECTION 14: PROJECT FUNDING AGREEMENTS

Allocated funds are considered available for encumbrance in funding agreements between the funding agency and the recipient agency.

A funding agreement is required between agencies to allow for reimbursements of eligible project expenditures. The funding agreements specify the financial terms of the agreement, scope of work, costs, schedules and deliverables associated with the implementation of the project. Funding agreements are based on the project information, scope of work, costs, schedules and proposed outcomes at the time of the request for allocation.

Generally, Alameda CTC initiates funding agreement development between recipient agencies immediately after the Commission approves a funding allocation. However, it is the responsibility of the recipient agency to submit a request for funding agreement to the Alameda CTC to receive funds allocated by Alameda CTC. Requests for funding agreement must in accordance with the Timely Use of Fund Policy cited in the CIP Policies and Procedures appendix.

Recipient agencies are responsible for fulfilling all requirements related to executing the funding agreements.

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SECTION 15: PROJECTS REIMBURSEMENT PROCEDURES

Alameda CTC approves reimbursements of eligible project costs based on Request for Reimbursement (RFR) packages submitted by implementing agencies and Project Sponsors which incur reimbursable costs against Alameda CTC Administered Funds encumbered in a funding agreement.

RFR requirements are included in the applicable funding agreements, and Project Sponsor's request generally include

- Itemization of eligible costs incurred to confirm the costs are consistent with the applicable funding agreement
- Itemization of Alameda CTC costs and other sources to calculate any proportional shares and reimbursement ratios set in the funding agreement
- Supporting documentation (timesheets, vendor invoices, proof of payment) for all costs cited within an RFR regardless if costs are intended to be Alameda CTC or non-Alameda CTC funded costs.

Alameda CTC approves RFRs upon sufficient supporting documentation of costs incurred, and based on the availability of funds.

Eligible costs for reimbursements are further described in the Eligible Cost for Reimbursement Policy cited in the CIP's Policies and Procedures appendix.

SECTION 16: ALAMEDA CTC LOCAL BUSINESS CONTRACT EQUITY PROGRAM REQUIREMENTS

All locally funded contracts approved by Project Sponsor, funded wholly or in part with Measure B, Measure BB, and/or Vehicle Registration Fee funds, except for contracts that also include State and/or federal funds or contracts funding non-capital projects (e.g., transit operations), are required to comply with Alameda CTC's Local Business Contract Equity (LBCE) Program.

This includes the obligation to report Local Business Enterprise (LBE), Small Local Business Enterprise, and Very Small Local Business Enterprise participation with all reimbursement requests submitted for contracts costs partially or wholly funded by Alameda CTC, whether or not the contract requires LBE participation.

Project Sponsors receiving Measure B, Measure B, and/or Vehicle Registration Fee funds through the programming and allocation process must follow these program requirements and may be requested to document procurement processes funds to

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verify program compliance. Non-compliance Project Sponsors may have funds subject to rescission, or marked as ineligible for reimbursement, at the discretion of the Alameda CTC.

Alameda CTC's LBCE Program and is available online on the Alameda CTC website.

SECTION 17: PROJECT CLOSEOUT

Project closeout shall be in accordance with the applicable project funding agreement(s).

At a minimum, the Project Sponsor shall provide Alameda CTC with written confirmation that the project is complete with a summary of the final costs, funding and schedule information segregated by phase. If a project will continue beyond the time during the time which Alameda CTC programmed or allocated funds are being expended, the Project Sponsor shall notify Alameda CTC in writing when the expenditure of the funding is complete, and will continue to provide project status updates as required/requested by Alameda CTC until the project is fully implemented and in public service.

Periodic information updates during operations of projects funded by Alameda CTC may be required for monitoring purposes as specified in the applicable funding agreement, and as requested by Alameda CTC.

SECTION 18: PERFORMANCE MONITORING AND REPORTING

Countywide Performance Monitoring and Implementation

Projects that received funding through the CIP have been identified through the programming and allocation process to further the Alameda CTC's Countywide Transportation Plan, modal plans, and local planning documents vision to improve the transportation network. These plans identify project and transportation system investments based on expected outcomes modeled over a up to 30-year planning horizon. As projects are implemented through the CIP programming, Project Sponsors are required to report back to Alameda CTC on the outcomes of the implemented projects, and provide feedback on the planning and investment decisions.

Project Reporting

The CIP requires that each project include performance monitoring goals/metrics to gather project specific performance indicators on individual projects. Funding agreement will include all monitoring and reporting requirements required to capture the benefits and expected outcomes of Alameda CTC's investments.

The reporting requirements include the following:

Progress Reports
The executed funding agreements require regular progress reporting, based on the reporting schedule set forth on the agreement. The progress reports include a status update made toward implementation of the project, including deliverables, commitment status of supplemental funds identified in the funding agreement and adherence to the adopted project schedule.

Corrective Plans
Once a funding agreement is executed, Project Sponsors are required to report changes to the project scope, schedule, cost and funding as soon as the required changes are identified by the Project Sponsor for the Commission's consideration. Reports of changes such as budget increases, schedule delays and other factors that may represent an impediment to successful project delivery in accordance with the agreed-on scope, schedule, cost and funding must be accompanied by a Corrective Plan detailing the Project Sponsor's strategy to deliver the project or program within the proposed new parameters. Alameda CTC must accept the plan before future programming, allocations and reimbursements will be approved.

Final Report
The Project Sponsor must submit a final project delivery report of the completed project contained in a funding agreement. The final report must describe the completed scope of work, the final budget including spend down of all identified fund sources in the funding plan and any performance outcomes included in the funding agreement.

<u>Monitoring Project Sponsor Delivery and Accountability</u>
Alameda CTC will also monitor the Project Sponsor's ability to deliver a project as proposed. Project Sponsors are required to monitor and inform Alameda CTC if there are significant changes in project or program development, implementation schedule or budget. Project Sponsor's delivery record may be considered at future programming cycles or funding requests by the Project Sponsor. Failure to monitor performance or perform required expenditure audits may affect a Project Sponsor's eligibility to receive funding in future CIP update cycles.

Audits
Alameda CTC reserves the right to perform audits to confirm whether costs submitted for reimbursement are consistent with the provisions set forth in the applicable funding agreement(s). The audit may also include a review of

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deliverables and outcomes to determine if they are consistent with the project scope and schedule in the funding agreement. Audits must also be performed for funding sources as described in the 2000 TEP and 2014 TEP.

Alameda CTC will periodically evaluate and summarize the project performance monitoring efforts conducted through the individual project and or comprehensive program updates to the Commission. This is intended to provide feedback on Alameda CTC's investments, including how the projects provided a benefit to the transportation system.

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ALAMEDA
County Transportation Commission

2020 Comprehensive Investment Plan Update

Appendix A

Technical Detail: Current Programming



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Alameda CTC Comprehensive Investment Plan
Current Programming
Previously Approved Programming from 2020 CIP (approved 06/17/19)

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	3,583	3,583						3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	JARC	Transit	O&M	1,417	1,417						1,417
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	Multiple	Lifeline	STA	Transit	CON	450	450						450
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	1,741	1,741						1,741
00009	AC Transit	City of Oakland Broadway Shuttle	1-North	Lifeline	JARC	Transit	O&M	405	405						405
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	TFCA	Prog Mgr	Transit	CON	925	925						925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	2000 MB	07A	Transit	Various	11,510	11,510						11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	2014 MBB	TEP-13	Transit	CON	10,000	10,000						10,000
00056	AC Transit	Grand/MacArthur BRT	1-North	2014 MBB	TEP-15	Transit	Planning / Scoping	97	97						97
00057	AC Transit	College/Broadway Corridor Transit Priority	1-North	2014 MBB	TEP-16	Transit	Planning / Scoping	100	100						100
00171	AC Transit	Line 97 Corridor Improvements (Signal timing component)	Multiple	TFCA	Prog Mgr	Transit	Various	228	228						228
00193	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	1-North	2010 VRF	Disc-Transit	Transit	Various	300	300						300
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	447	447						447
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	PE/Env	536	536						536
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2010 VRF	Disc-Transit	Transit	CON	4,018	4,018						4,018
00087	Alameda	Alameda City Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	505	505						505
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Planning / Scoping	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	PE/Env	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Final Design (PS&E)	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	CON	7,650				7,650			
00196	Alameda	Central Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	3,487		3,487					3,487
00197	Alameda	City Wide Street Resurfacing - Pavement Management	1-North	STP/CMAQ	LSR	LSR	CON	827		827					827
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	124	124						124

Alameda CTC Comprehensive Investment Plan
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								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	443	443						443
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,451		4,451					4,451
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	PE/Env	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	434	434						434
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	ROW	1,097	1,097						1,097
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	CON	6,376				6,376			
00200	Alameda	Seaplane Lagoon Ferry Terminal	1-North	2014 MBB	TEP-45	Transit	CON	8,200		8,200					8,200
00314	Alameda	Otis Drive Traffic Calming and Safety Improvement Project	1-North	TFCA	Prog Mgr	Transit	CON	175		175					175
00088	Alameda County	Alameda Co-Various Streets and Roads Preservation	Multiple	OBAG	STP	LSR	CON	1,565	1,565						1,565
00127	Alameda County	Hesperian Blvd Corridor Improvement (A St - I880)	2-Central	2014 MBB	TEP-26	LSR	CON	7,000	7,000						7,000
00162	Alameda County	East Castro Valley Boulevard Class II Bike Lanes	4-East	TFCA	Prog Mgr	Bike/Ped	Various	62	62						62
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2-Central	2000 MB	Disc-TCD	Transit	Planning / Scoping	88	88						88
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	2014 MBB	TEP-26	LSR	CON	7,600		7,600					7,600
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	245		245					245
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	9,300			9,300				9,300
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	STP/CMAQ	LSR	LSR	PE/Env	100	100						100
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	STP/CMAQ	LSR	LSR	CON	2,071	2,071						2,071
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	STP/CMAQ	LSR	LSR	PE/Env	100	100						100
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	STP/CMAQ	LSR	LSR	CON	1,679	1,679						1,679
00319	Alameda County	Hesperian Blvd Class 2 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	2010 VRF	Disc-Transit	Transit	Various	7,000		7,000					7,000
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	2000 MB	Disc-BP	Bike/Ped	Various	418	235						235

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										Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	2000 MB	Disc-PT	Paratransit	O&M	109	109						109
00053	Alameda CTC	Affordable Student Transit Pass Programs	Multiple	2014 MBB	TEP-08	Transit	O&M	15,000	15,000						15,000
00054	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	Multiple	2014 MBB	TEP-12	Paratransit	Planning / Scoping	1	1						1
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	PE/Env	3,000	3,000						3,000
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	Final Design (PS&E)	6,600	6,600						6,600
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	ROW	2,400	2,400						2,400
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Planning / Scoping	100	100						100
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	PE/Env	4,000	4,000						4,000
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Final Design (PS&E)	5,500	5,500						5,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	PE/Env	4,000	4,000						4,000
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	Final Design (PS&E)	16,500	16,500						16,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	ROW	20,000	10,000	10,000					20,000
00072	Alameda CTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	4-East	2014 MBB	TEP-32	HWY	CON	10,000	10,000						10,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	Multiple	2014 MBB	TEP-35	HWY	Final Design (PS&E)	5,000	5,000						5,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	Multiple	2014 MBB	TEP-35	HWY	CON	15,000	15,000						15,000
00076	Alameda CTC	I-880 NB HOV/HOT Extension from A Street to Hegenberger	Multiple	2014 MBB	TEP-36	HWY	Planning / Scoping	100	100						100
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	2014 MBB	TEP-38	HWY	Planning / Scoping	925	925						925
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	2014 MBB	TEP-38	HWY	PE/Env	4,750	4,750						4,750
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	2014 MBB	TEP-39	HWY	Planning / Scoping	825	825						825
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	2014 MBB	TEP-39	HWY	PE/Env	4,750	4,750						4,750
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	2014 MBB	TEP-42	Bike/Ped	PE/Env	3,500	3,500						3,500
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	12,000				12,000			
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	1986 MB	MB226	LSR	CON	89,000	89,000						89,000

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00117	Alameda CTC	I-680 Sunol SB Express Lane	Multiple	2000 MB	08A	HWY	O&M	4,500	4,500						4,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	Multiple	2000 MB	08A	HWY	CON	20,000	20,000						20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2000 MB	08B	HWY	Final Design (PS&E)	4,500	4,500						4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2014 MBB	TEP-35	HWY	CON	20,000	20,000						20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2000 MB	08B	HWY	CON	100,000	100,000						100,000
00120	Alameda CTC	Alameda County Rail Strategy Study	Multiple	2014 MBB	TEP-27	Freight	Planning / Scoping	250	250						250
00131	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	4-East	2014 MBB	TEP-26	HWY	Planning / Scoping	17	17						17
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	9,550	9,550						9,550
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	CON	8,000	8,000						8,000
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Planning / Scoping	1,808	1,808						1,808
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	PE/Env	3,500	3,500						3,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	Planning / Scoping	1,500	1,500						1,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	PE/Env	7,500	7,500						7,500
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	35,020	35,020						35,020
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	18,000	18,000						18,000
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	Multiple	2014 MBB	TEP-26	Multiple	Various	1,950	1,950						1,950
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	Multiple	2014 MBB	TEP-41	Freight	Various	300	300						300
00158	Alameda CTC	Modal Plans Implementation: Alameda Countywide Transit Plan Implementation	Multiple	2010 VRF	Disc-Transit	Transit	Various	300	300						300
00159	Alameda CTC	Matching Program for Last Mile Connection Technology Programs	Multiple	2014 MBB	TEP-46	Transit	Various	200	200						200
00161	Alameda CTC	Overall Planning/Monitoring Services	Multiple	2014 MBB	TEP-46	Multiple	Various	100	100						100
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Multiple	TFCA	Prog Mgr	Multiple	Various	210	210						210
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	Multiple	TFCA	Prog Mgr	Transit	Various	270	270						270
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	Multiple	2000 MB	Disc-TCD	Bike/Ped	Planning / Scoping	200	200						200

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										Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	O&M	1,089	420	331	338				1,089
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	2014 MBB	TEP-45	Transit	O&M	644	434	210					644
00206	Alameda CTC	Comprehensive Multimodal Monitoring	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	1,250	1,250						1,250
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	1,090	1,090						1,090
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	CON	1,500				500	500	500	
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	CMA-TIP	Other	Bike/Ped	CON	200	200						200
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	8,372	8,372						8,372
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	2014 MBB	TEP-27	Freight	O&M	6,000	3,000			3,000			3,000
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	PE/Env	7,500	7,500						7,500
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	2014 MBB	TEP-46	Multiple	Planning / Scoping	1,000	1,000						1,000
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	405	405						405
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	10,175	10,175						10,175
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	Final Design (PS&E)	151	151						151
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	CON	389	389						389
00280	Alameda CTC	Toll Revenue Forecasting	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	330	330						330
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	PE/Env	5,000		5,000					5,000
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Planning / Scoping	5,500		5,500					5,500
00289	Alameda CTC	Student Transit Pass Program	Multiple	2014 MBB	TEP-07	Transit	O&M	23,500			2,800	6,700	6,700	7,300	2,800
00313	Alameda CTC	Countywide Model Update	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	800		800					800
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	Multiple	TFCA	Prog Mgr	Multiple	O&M	100	100						100
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	1-North	TFCA	Prog Mgr	Bike/Ped	Various	95	95						95
00213	Albany	Buchanan Bikeway Phase III	1-North	2000 MB	Disc-BP	Bike/Ped	CON	600	600						600
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	1-North	STP/CMAQ	LSR	Bike/Ped	CON	340			340				340

Alameda CTC Comprehensive Investment Plan
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Programming and Allocations ($ x 1,000)

									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	**Sponsor**	**Project Title**	**PA**	**Fund Source**	**Fund Subset**	**Mode**	**Phase**	**Programmed Amount**	**Prior Thru FY2018-19 (July 2018)**	**FY2019-20**	**FY2020-21**	**FY2021-22**	**FY2022-23**	**FY2023-24**	**Total Allocated (Thru FY20-21)**
00021	ASEB	Special Transportation Services for Individuals with Dementia	Multiple	2000 MB	Disc-PT	Paratransit	O&M	400	400						400
00300	ASEB	Regrowth of Transportation Services for Individuals with Dementia	Multiple	2000 MB	Disc-PT	Paratransit	O&M	797		150	155	159	164	169	305
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	Multiple	Lifeline	STA	Transit	O&M	250	250						250
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Planning / Scoping	2,760	2,760						2,760
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Final Design (PS&E)	16,450	16,450						16,450
00059	BART	Bay Fair Connector/BART Metro	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	100	100						100
00172	BART	BART West Oakland Bike Locker Plaza	1-North	TFCA	Prog Mgr	Transit	Various	55	55						55
00215	BART	BART to Livermore	4-East	TCRP	TCRP	Transit	PE/Env	1,700	1,700						1,700
00215	BART	BART to Livermore	4-East	2000 MB	26	Transit	PE/Env	1,400	1,400						1,400
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	500	500						500
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	PE/Env	5,000	5,000						5,000
00304	BART	19th Street Oakland Interchange Modernization	1-North	2014 MBB	TEP-19	Transit	CON	10,000		10,000					10,000
00318	BART	West Oakland BART Station Bike Locker Expansion	1-North	TFCA	Prog Mgr	Transit	CON	100		100					100
00089	Berkeley	Shattuck Complete Streets and De-couplet	1-North	OBAG	STP	Bike/Ped	CON	2,777	2,777						2,777
00097	Berkeley	Hearst Avenue Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	2,256	2,256						2,256
00165	Berkeley	Berkeley Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	Various	137	137						137
00177	Berkeley	Hearst Ave Complete Streets	1-North	TFCA	Prog Mgr	Bike/Ped	CON	88	88						88
00184	Berkeley	Berkeley Citywide Bike Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	29	29						29
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	49	49						49
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	59	59						59
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	613	613						613
00220	Berkeley	Milvia Bikeway Project	1-North	2000 MB	Disc-BP	Bike/Ped	PE/Env	350	350						350

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00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	500	500						500
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	1,020		1,020					1,020
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	387	387						387
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	613	613						613
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	7,335	6,121		1,214				7,335
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Multiple	2000 MB	Disc-PT	Paratransit	O&M	568	568						568
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	318	318						318
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Multiple	2014 MBB	TEP-12	Paratransit	O&M	1,004		180	209	192	198	225	389
00023	CIL	Mobility Matters Project	Multiple	2000 MB	Disc-PT	Paratransit	O&M	679	679						679
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	Multiple	2000 MB	Disc-PT	Paratransit	O&M	500	500						500
00293	CIL	Community Connections Program (CoCo)	Multiple	2000 MB	Disc-PT	Paratransit	O&M	940		188	188	188	188	188	376
00291	CRIL	Travel Training: Oh The Places You Will Go!	Multiple	2000 MB	Disc-PT	Paratransit	O&M	486		162	162	162			324
00173	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	2-Central	TFCA	Prog Mgr	Transit	Various	123	123						123
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128
00320	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations	2-Central	TFCA	Prog Mgr	Transit	O&M	215	215						215
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	O&M	220	220						220
00295	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	970		194	194	194	194	194	388
00052	Dublin	Iron Horse Transit Route - Dougherty Road	4-East	2000 MB	09	Multiple	CON	6,267	6,267						6,267
00090	Dublin	Dublin Boulevard Preservation	4-East	OBAG	STP	LSR	CON	470	470						470
00123	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	4-East	2014 MBB	TEP-26	LSR	CON	11,200	11,200						11,200
00124	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	4-East	2014 MBB	TEP-26	LSR	CON	3,000	3,000						3,000
00166	Dublin	San Ramon Road Arterial Mgmt	4-East	TFCA	Prog Mgr	LSR	Various	146	146						146
00224	Dublin	City of Dublin Street Rehab	4-East	STP/CMAQ	LSR	LSR	CON	661			661				661

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00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	PE/Env	2,374	2,374						2,374
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	Final Design (PS&E)	5,374	5,374						5,374
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	166	166						166
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,128	1,128						1,128
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	CON	4,751		4,751					4,751
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	TFCA	Prog Mgr	Bike/Ped	CON	856		856					856
00315	Dublin	Tassajara Road Arterial Management Project	4-East	TFCA	Prog Mgr	Transit	CON	146		146					146
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	1-North	2014 MBB	TEP-42	Bike/Ped	CON	642	642						642
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	1-North	2014 MBB	TEP-42	Bike/Ped	CON	2,833	2,833						2,833
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	296	296						296
00292	Eden I&R	Mobility Management Through 211 Alameda County	Multiple	2000 MB	Disc-PT	Paratransit	O&M	747		136	136	153	157	165	272
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	952		217	163	225	171	176	380
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	Multiple	2000 MB	Disc-PT	Paratransit	O&M	174	174						174
00141	Emeryville	South Bayfront Bridge	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,895	1,895						1,895
00141	Emeryville	South Bayfront Bridge	1-North	TFCA	Prog Mgr	Bike/Ped	CON	105	105						105
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00230	Emeryville	Emery Go Round General Benefit Operations	1-North	2014 MBB	TEP-45	Transit	O&M	2,500	1,000	500	500	500			2,000
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	1-North	STP/CMAQ	LSR	LSR	CON	225			225				225
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	1-North	2000 MB	Disc-TCD	Transit	CON	930	930						930
00271	Emeryville	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	70	70						70
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets (TCEP Match)	1-North	2014 MBB	TEP-41	Freight	CON	1,800	1,800						1,800
00301	Emeryville	Emeryville Senior Center Group Trips Bus Purchase	Multiple	2000 MB	Disc-PT	Paratransit	O&M	132		132					132
00025	Fremont	Tri-City Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	450	450						450

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00026	Fremont	Tri-City Volunteer Driver Programs	3-South	2000 MB	Disc-PT	Paratransit	O&M	550	550						550
00027	Fremont	Tri-City Taxi Voucher Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	450	450						450
00091	Fremont	Fremont City Center Multi-Modal Improvements	3-South	OBAG	STP	Multiple	CON	1,288	1,288						1,288
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-45	Transit	CON	25,000	25,000						25,000
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-21	Transit	CON	5,000	5,000						5,000
00143	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	41	41						41
00152	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	3-South	2014 MBB	TEP-42	Multiple	Planning / Scoping	42	42						42
00153	Fremont	Scoping: Fremont BART Station West Side Enhancement	3-South	2014 MBB	TEP-45	Transit	Planning / Scoping	42	42						42
00154	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	3-South	2014 MBB	TEP-45	Bike/Ped	Planning / Scoping	42	42						42
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	3-South	TFCA	Prog Mgr	LSR	CON	425	425						425
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	3-South	TFCA	Prog Mgr	LSR	CON	646	646						646
00233	Fremont	City of Fremont Pavement Rehabilitation Project	3-South	STP/CMAQ	LSR	LSR	CON	2,760		2,760					2,760
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	PE/Env	386	386						386
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	799	799						799
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	CON	6,510		6,510					6,510
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	PE/Env	1,901	1,901						1,901
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,553	3,553						3,553
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	PE/Env	443	443						443
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,328	1,328						1,328
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	CON	7,525		7,525					7,525
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	3-South	2014 MBB	TEP-45	Bike/Ped	CON	5,000	5,000						5,000
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	298	298						298
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	731		134	145	149	151	152	279

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00305	Fremont	I-680 Interchange Modernization at Mission Blvd / SR 238	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	1,000		1,000					1,000
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	1,000		1,000					1,000
00308	Fremont	Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone	3-South	2014 MBB	TEP-21	Freight	CON	977		977					977
00309	Fremont	I-880 Bridge at Pacific Commons Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,100		2,100					2,100
00311	Fremont	Sabercat Trail Connection to Irvington BART Station Area	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,000		2,000					2,000
00322	Fremont	Former State Route 84 Pavement Rehabilitation	3-South	2014 MBB	TEP-21	LSR	CON	2,000		2,000					2,000
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	1,000		1,000					1,000
00307	Fremont/ Union City	Decoto Boulevard Complete Streets w/Transit Priority Project	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	3,500		3,500					3,500
00312	Fremont/ Union City	Dumbarton to Quarry Lakes Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,000		2,000					2,000
00092	Hayward	Hayward - Industrial Boulevard Preservation	2-Central	OBAG	STP	LSR	CON	1,265	1,265						1,265
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	2014 MBB	TEP-26	LSR	CON	21,500	21,500						21,500
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	175	175						175
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	1,500	1,500						1,500
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2-Central	2014 MBB	TEP-26	HWY	Planning / Scoping	440	440						440
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	Final Design (PS&E)	88	88						88
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	CON	1,662	1,662						1,662
00283	LARPD/TVC	Valley Trails Connection Project	4-East	CMA-TIP	Other	Bike/Ped	Various	110	110						110
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	STA	Transit	O&M	388	388						388
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	JARC	Transit	O&M	129	129						129
00160	LAVTA	Pilot Transit Program for Last Mile Connections	4-East	2000 MB	Disc-Transit	Transit	Various	100	100						100
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	4-East	TFCA	Prog Mgr	Transit	Various	275	275						275
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Transit	O&M	318	318						318
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	152	152						152

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00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	CON	1,262	1,262						1,262
00245	LAVTA	Wheels Forward/2020 Plan	4-East	2000 MB	Disc-Transit	Transit	Planning / Scoping	220		220					220
00298	LAVTA	Para-Taxi Debit Card	4-East	2000 MB	Disc-PT	Paratransit	O&M	87		23	16	16	16	16	39
00299	LAVTA	Para-Taxi Operations	4-East	2000 MB	Disc-PT	Paratransit	O&M	140		24	25	28	30	33	49
00321	LAVTA	LAVTA Rte 30 BRT Operations, FYs 19/20 and 20/21	4-East	TFCA	Prog Mgr	Transit	O&M	477	477						477
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	O&M	40	40						40
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	275	275						275
00296	LIFE ElderCare	Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults	Multiple	2000 MB	Disc-PT	Paratransit	O&M	1,023		150	189	200	234	250	339
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	20	20						20
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	30	30						30
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	160	160						160
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	193	193						193
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	CON	1,407	1,407						1,407
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	4-East	STP/CMAQ	LSR	LSR	CON	1,382		1,382					1,382
00247	Livermore	Vasco Road/I-580 Interchange Improvements	4-East	2014 MBB	TEP-34	HWY	PE/Env	1,380	1,380						1,380
00102	MTC	Regional Planning Activities and PPM - Alameda	Multiple	OBAG	STP	Multiple	PE/Env	1,034	1,034						1,034
00099	Newark	Enterprise Drive Complete Streets and Road Diet	3-South	OBAG	STP	Bike/Ped	CON	454	454						454
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	Final Design (PS&E)	2,765	2,765						2,765
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	CON	11,134	11,134						11,134
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	ROW	2,155	2,155						2,155
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	3-South	STP/CMAQ	LSR	LSR	CON	592	592						592
00028	Oakland	Taxi-Up & Go Project	Multiple	2000 MB	Disc-PT	Paratransit	O&M	362	362						362
00064	Oakland	Oakland Broadway Corridor Transit	1-North	2014 MBB	TEP-24	Transit	Planning / Scoping	50	50						50

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00093	Oakland	Lake Merritt BART Bikeways	1-North	OBAG	STP	Bike/Ped	CON	571	571						571
00094	Oakland	Oakland Complete Streets	1-North	OBAG	STP	LSR	CON	3,384	3,384						3,384
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	STP	Bike/Ped	CON	4,446	4,446						4,446
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	CMAQ	Bike/Ped	CON	2,554	2,554						2,554
00100	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	1-North	OBAG	CMAQ	Bike/Ped	CON	5,452	5,452						5,452
00103	Oakland	7th Street West Oakland Transit Village, Phase II	1-North	OBAG	CMAQ	Bike/Ped	CON	3,288	3,288						3,288
00121	Oakland	Oakland Army Base Roadway Infrastructure Improvements	1-North	2014 MBB	TEP-26	Freight	CON	41,000	41,000						41,000
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	1-North	2014 MBB	TEP-26	Freight	CON	5,000	5,000						5,000
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,300	1,300						1,300
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	CON	5,300	5,300						5,300
00137	Oakland	I-880/42nd-High Street Access Improvements	1-North	2014 MBB	TEP-40	HWY	CON	10,000	10,000						10,000
00167	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	1-North	TFCA	Prog Mgr	Transit	Various	210	210						210
00168	Oakland	CityRacks, Phase 12	1-North	TFCA	Prog Mgr	Bike/Ped	Various	124	124						124
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	1-North	TFCA	Prog Mgr	Transit	O&M	367	367						367
00180	Oakland	Broadway Shuttle Operations	1-North	2014 MBB	TEP-45	Transit	O&M	1,650	660	330	330	330			1,320
00180	Oakland	Broadway Shuttle Operations	1-North	TFCA	Prog Mgr	Transit	O&M	603	338	265					603
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	PE/Env	776	776						776
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	Final Design (PS&E)	1,174	1,174						1,174
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	250	250						250
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,250	1,250						1,250
00251	Oakland	E 12th Street Bikeway	1-North	TFCA	Prog Mgr	Bike/Ped	CON	140	140						140
00252	Oakland	East Oakland Community Streets Plan	1-North	2014 MBB	TEP-45	LSR	Planning / Scoping	100	100						100

Alameda CTC Comprehensive Investment Plan
Current Programming
Previously Approved Programming from 2020 CIP (approved 06/17/19)

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00253	Oakland	Fruitvale Ave Gap Closure	1-North	2014 MBB	TEP-44	Bike/Ped	CON	1,634			1,634				1,634
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	80	80						80
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	320	320						320
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,392		4,392					4,392
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	2,500	2,500						2,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	Final Design (PS&E)	1,500	1,500						1,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	CON	9,500			9,500				9,500
00257	Oakland	Coliseum Transit Hub	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	968	968						968
00257	Oakland	Coliseum Transit Hub	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	3,878	3,878						3,878
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	PE/Env	734	734						734
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	CON	4,161	4,161						4,161
00259	Oakland	OakMob Transportation Demand Management (TDM)	1-North	2014 MBB	TEP-45	Transit	O&M	215	215						215
00101	Piedmont	Piedmont Complete Streets (CS)	1-North	OBAG	STP	Bike/Ped	CON	129	129						129
00260	Piedmont	Oakland Avenue Improvements	1-North	STP/CMAQ	LSR	LSR	CON	168	168						168
00285	Piedmont	Piedmont LSR Exchange Projects	1-North	CMA-TIP	Other	LSR	CON	(208)	(208)						(208)
00286	Piedmont	Oakland Avenue Pedestrian Bridge Railing Project	1-North	CMA-TIP	Other	LSR	CON	208	208						208
00029	Pleasanton	Downtown Route Shuttle (DTR)	4-East	2000 MB	Disc-PT	Paratransit	O&M	173	173						173
00104	Pleasanton	Pleasanton Complete Streets	4-East	OBAG	STP	Bike/Ped	CON	832	832						832
00169	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	4-East	TFCA	Prog Mgr	Transit	Various	53	53						53
00181	Pleasanton	Bernal Ave Park and Ride Lot	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)								
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Bike/Ped	O&M	130	130						130
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	4-East	STP/CMAQ	LSR	LSR	CON	1,095		1,095					1,095
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	4-East	2014 MBB	TEP-26	HWY	CON	5,200			5,200				5,200

Alameda CTC Comprehensive Investment Plan
Current Programming
Previously Approved Programming from 2020 CIP (approved 06/17/19)

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00316	Pleasanton	Citywide Trip Reduction Program	4-East	TFCA	Prog Mgr	Transit	O&M	80		80					80
00144	Port of Oakland	Scoping: Airport Drive Overlay	1-North	2014 MBB	TEP-26	Multiple	Planning / Scoping	42	42						42
00145	Port of Oakland	Scoping: Port Terminal Seismic Monitoring Program	1-North	2014 MBB	TEP-26	Freight	Planning / Scoping	7	7						7
00146	Port of Oakland	Scoping: Port Area ITS Deployment	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00147	Port of Oakland	Scoping: Middle Harbor Road Improvements	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00148	Port of Oakland	Scoping: Port Terminal Lighting Upgrade	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00149	Port of Oakland	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50						50
00150	Port of Oakland	Scoping: Airport Perimeter Dike	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	30	30						30
00151	Port of Oakland	Scoping: 7th Street Grade Separation East	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	2014 MBB	TEP-26	LSR	CON	30,000	16,000	7,000	7,000				30,000
00096	San Leandro	San Leandro Boulevard Preservation	1-North	OBAG	STP	LSR	CON	804	804						804
00170	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	2-Central	TFCA	Prog Mgr	Transit	Various	50	50						50
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	130	130						130
00190	San Leandro	LINKS Shuttle Operations	2-Central	2014 MBB	TEP-45	Transit	O&M	1,020	420	200	200	200			820
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	2014 MBB	TEP-26	LSR	CON	1,821				1,821			
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	PE/Env	73	73						73
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	CON	975		975					975
00030	SHS	Rides for Seniors	Multiple	2000 MB	Disc-PT	Paratransit	O&M	278	278						278
00051	SJRRC	ACE Capital	Multiple	2000 MB	01	Transit	Various	13,184	13,184						13,184
00031	SSPTV	Volunteer Assisted Senior Transportation Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	331	331						331
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	212	212						212
00297	SSPTV	Volunteers Assisting Seniors with Transportation (VAST)	4-East	2000 MB	Disc-PT	Paratransit	O&M	560		106	109	112	115	118	215
00010	Union City	Operations Support for Route 2	3-South	Lifeline	STA	Transit	O&M	220	220						220

Alameda CTC Comprehensive Investment Plan
Current Programming
Previously Approved Programming from 2020 CIP (approved 06/17/19)

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00062	Union City	Union City Intermodal Station	3-South	2014 MBB	TEP-22	Transit	Planning / Scoping	51	51						51
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	PE/Env	5	5						5
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	780	780						780
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	CON	5,779	5,779						5,779
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	CMA-TIP	Other	Bike/Ped	CON	1,100	1,100						1,100
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	TFCA	Prog Mgr	Bike/Ped	CON	136	136						136
00266	Union City	Dyer Road Pavement Rehabilitation	3-South	STP/CMAQ	LSR	LSR	CON	872	872						872
00267	Union City	Bicycle and Pedestrian Master Plan Update	3-South	2000 MB	Disc-BP	Bike/Ped	Planning / Scoping	150	150						150
00317	Union City	Union City IDEA Grant Traffic Signal Control Improvement	4-East	TFCA	Prog Mgr	Transit	CON	221		221					221
00294	USOAC	Senior Public Transportation Training and Education Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	419		34	62	103	108	112	96
00281	Various	State Transportation Improvement Program	Multiple	STIP	RIP	HWY	Various	48,813	48,813						48,813
00282	Various	Lifeline Cycle 5 Program	Multiple	Lifeline	Various	Transit	Various	4,789	4,789						4,789
							Totals	**1,132,840**	**910,619**	**121,561**	**40,995**	**40,958**	**8,926**	**9,598**	**1,073,175**

Total 2-year Allocations	**$ 162,556**
Total 5-year Programming	**$ 222,038**

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ALAMEDA
County Transportation Commission

2020 Comprehensive Investment Plan Update

Appendix B

Technical Detail: Changes to Current Programming and Allocations



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Alameda CTC Comprehensive Investment Plan
Changes to Current Programming
Programming Adjustments to previously approved 2020 CIP

CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)	Change Notes
								Programming and Allocations ($ x 1,000)								
									Adjustments to Prior Programming and Allocations							
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON				(9,300)	9,300			(9,300)	Project Sponsor requested allocation outward shift to correspond with TIP implementation.
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	STP/CMAQ	LSR	LSR	PE/Env	(100)	(100)						(100)	Project Sponsor requested allocation shift to CON to correspond with TIP implementation.
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	STP/CMAQ	LSR	LSR	CON	100	(2,071)		2,171				100	Project Sponsor requested allocation shift to CON and outward shift to correspond with TIP implementation.
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	STP/CMAQ	LSR	LSR	PE/Env	(100)	(100)						(100)	Project Sponsor requested allocation shift to CON to correspond with TIP implementation.
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	STP/CMAQ	LSR	LSR	CON	100	(1,679)	1,779					100	Project Sponsor requested allocation shift to CON and outward shift to correspond with TIP implementation.
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	2000 MB	Disc-BP	Bike/Ped	Various	(410)	(227)						(227)	Deprogramming balance - Project completion.
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	CON	2,400			2,400				2,400	Reprogrammed funds from CIPID 00222 ($1.3M) at sponsor request and new allocation of ($1.1M).
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	CON	81,500		81,500					81,500	Previously approved allocation on 3/26/20.
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	CON	6,200		6,200					6,200	Previously approved allocation on 3/26/20.
00076	Alameda CTC	I-880 NB HOV/HOT Extension from A Street to Hegenberger	Multiple	2014 MBB	TEP-36	HWY	Planning / Scoping	(100)	(100)						(100)	Deprogrammed - sponsor not proceeding with project.
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	1986 MB	MB226	LSR	CON	(3,500)	(3,500)						(3,500)	Reallocated funds to CIPID 00307 - Decoto Blvd, approved 6/17/19.
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2014 MBB	TEP-35	HWY	CON	(10,000)	(10,000)						(10,000)	Previously approved deallocation on 7/22/19. Allocation moved to CIPID 00210.
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	ROW	23,000		23,000					23,000	Previously approved allocations on 1/30/20 ($13M) and 2/27/20 ($10M).
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	CON	37,000		37,000					37,000	Previously approved allocation on 2/27/20.
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	Multiple	2014 MBB	TEP-26	Multiple	Various	2,250		2,250					2,250	New Programming and Allocation
00158	Alameda CTC	Modal Plans Implementation: Alameda Countywide Transit Plan Implementation	Multiple	2010 VRF	Disc-Transit	Transit	Various	(300)	(300)						(300)	Deprogrammed - project implementation through other projects.
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	418		418					418	Previously approved allocation on 4/25/19.
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Final Design (PS&E)	22,500		22,500					22,500	Previously approved allocation on 7/22/19 - $12.5M approved & $10M reprogrammed from CIPID 00118.
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	6,420		6,420					6,420	Previously approved allocation on 5/23/19.
00280	Alameda CTC	Toll Revenue Forecasting	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	170		170					170	Previously approved allocation on 5/23/19.
00213	Albany	Buchanan Bikeway Phase III	1-North	2000 MB	Disc-BP	Bike/Ped	CON	(600)	(600)						(600)	Deallocation due to project implementation issues noted by the Project Sponsor.
00059	BART	Bay Fair Connector/BART Metro	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	(15)	(15)						(15)	Deprogramming balance - Project scoping complete.
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	(280)	(280)						(280)	Deprogramming - sponsor requested reprogramming funds to I-80/Gillman Interchange (CIPID 00069).
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	(1,020)		(1,020)					(1,020)	Deprogramming - sponsor requested reprogramming funds to I-80/Gillman Interchange (CIPID 00069).
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Multiple	2000 MB	Disc-PT	Paratransit	O&M	(33)	(33)						(33)	Deprogramming balance - Project completion.
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	(12)	(12)						(12)	Deprogramming balance - Project completion.
00271	Emeryville	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	(18)	(18)						(18)	Deprogramming balance - Project completion.
00025	Fremont	Tri-City Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	(19)	(19)						(19)	Deprogramming balance - Project completion.
00026	Fremont	Tri-City Volunteer Driver Programs	3-South	2000 MB	Disc-PT	Paratransit	O&M	(1)	(1)						(1)	Deprogramming balance - Project completion.

Alameda CTC Comprehensive Investment Plan
Changes to Current Programming
Programming Adjustments to previously approved 2020 CIP

CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)	Change Notes
								Programming and Allocations ($ x 1,000)								
									Adjustments to Prior Programming and Allocations							
00305	Fremont	I-680 Interchange Modernization & Area Impvts. (Mission Blvd, Washington, Auto Mall Pkwy, Auto Mall Pkwy / WarmSprings Intersection)	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	2,000		2,000					2,000	New Programming - reprogrammed funds from CIPID 00311 at sponsor request to support expanded scope.
00311	Fremont	Sabercat Trail Connection to Irvington BART Station Area	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	(2,000)		(2,000)					(2,000)	Deprogramming - sponsor requested reprogramming to CIPID 00305; other funds available for this project.
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	(250)		(250)					(250)	Project Sponsor requested phase shift to Final Design.
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	Final Design (PS&E)	250				250			250	Project Sponsor requested phase shift to Final Design.
00160	LAVTA	Pilot Transit Program for Last Mile Connections	4-East	2000 MB	Disc-Transit	Transit	Various	(49)	(49)						(49)	Deprogramming balance - Project completion.
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	O&M	(18)	(18)						(18)	Deprogramming balance - Project completion.
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75			75				75	New Programming and Allocation.
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	PE/Env	325			325				325	New Programming and Allocation.
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	350			350				350	New Programming and Allocation.
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	CON	4,000			4,000				4,000	New Programming and Allocation.
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200			200				200	New Programming and Allocation.
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	Multiple	2010 VRF	Disc-Transit	Transit	PE/Env	500			500				500	New Programming and Allocation.
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	Multiple	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	800			800				800	New Programming and Allocation.
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200			200				200	New Programming and Allocation.
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	Multiple	2010 VRF	Disc-Transit	Transit	PE/Env	300			300				300	New Programming and Allocation.
00327	MTC / Alameda CTC	I-80 Powell Interchange	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	250			250				250	New Programming and Allocation.
00328	MTC / Alameda CTC	Bay Bridge Bicycle/Pedestrian LINK	Multiple	2000 MB	Disc-BP	Transit	CON	3,000			3,000				3,000	New Programming and Allocation.
00028	Oakland	Taxi-Up & Go Project	Multiple	2000 MB	Disc-PT	Paratransit	O&M	(12)	(12)						(12)	Deprogramming balance - Project completion.
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	PE/Env	(551)	(551)						(551)	Phase allocation shift from PE/Env to Final Design at Project Sponsor request.
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	Final Design (PS&E)	551	551						551	Phase allocation shift from PE/Env to Final Design at Project Sponsor request.
00257	Oakland	Coliseum Transit Hub	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	(968)	(968)						(968)	Deallocation due to project implementation issues noted by the Project Sponsor.
00257	Oakland	Coliseum Transit Hub	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	(3,878)	(3,878)						(3,878)	Deallocation due to project implementation issues noted by the Project Sponsor.
00323	Oakland	Broadway Transit Lanes	1-North	2014 MBB	TEP-24	Transit	CON	4,000		4,000					4,000	Previously approved allocation on 10/24/2019.
00029	Pleasanton	Downtown Route Shuttle (DTR)	4-East	2000 MB	Disc-PT	Paratransit	O&M	(25)	(25)						(25)	Deprogramming balance - Project completion.
00030	SHS	Rides for Seniors	Multiple	2000 MB	Disc-PT	Paratransit	O&M	(43)	(43)						(43)	Deprogramming balance - Project completion.
00031	SSPTV	Volunteer Assisted Senior Transportation Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	(6)	(6)						(6)	Deprogramming balance - Project completion.
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	(2)	(2)						(2)	Deprogramming balance - Project completion.
							Totals	**174,549**	**(24,056)**	**183,967**	**5,271**	**9,550**			**165,432**	



ALAMEDA
County Transportation Commission

2020 Comprehensive Investment Plan Update

Appendix C

Technical Detail: 2020 CIP Five-Year Programming with Two-Year Allocation Plan



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Alameda CTC Comprehensive Investment Plan
Five-Year Programming and Two-Year Allocation Plan
2020 CIP Update

Programming and Allocations ($ x 1,000)

									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	**Sponsor**	**Project Title**	**PA**	**Fund Source**	**Fund Subset**	**Mode**	**Phase**	**Programmed Amount**	**Prior Thru FY2018-19 (July 2018)**	**FY2019-20**	**FY2020-21**	**FY2021-22**	**FY2022-23**	**FY2023-24**	**Total Allocated (Thru FY20-21)**
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	3,583	3,583						3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	JARC	Transit	O&M	1,417	1,417						1,417
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	Multiple	Lifeline	STA	Transit	CON	450	450						450
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	1,741	1,741						1,741
00009	AC Transit	City of Oakland Broadway Shuttle	1-North	Lifeline	JARC	Transit	O&M	405	405						405
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	TFCA	Prog Mgr	Transit	CON	925	925						925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	2000 MB	07A	Transit	Various	11,510	11,510						11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	2014 MBB	TEP-13	Transit	CON	10,000	10,000						10,000
00056	AC Transit	Grand/MacArthur BRT	1-North	2014 MBB	TEP-15	Transit	Planning / Scoping	97	97						97
00057	AC Transit	College/Broadway Corridor Transit Priority	1-North	2014 MBB	TEP-16	Transit	Planning / Scoping	100	100						100
00171	AC Transit	Line 97 Corridor Improvements (Signal timing component)	Multiple	TFCA	Prog Mgr	Transit	Various	228	228						228
00193	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	1-North	2010 VRF	Disc-Transit	Transit	Various	300	300						300
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	447	447						447
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	PE/Env	536	536						536
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2010 VRF	Disc-Transit	Transit	CON	4,018	4,018						4,018
00087	Alameda	Alameda City Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	505	505						505
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Planning / Scoping	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	PE/Env	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Final Design (PS&E)	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	CON	7,650				7,650			
00196	Alameda	Central Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	3,487		3,487					3,487
00197	Alameda	City Wide Street Resurfacing - Pavement Management	1-North	STP/CMAQ	LSR	LSR	CON	827		827					827
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	124	124						124

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Programming and Allocations ($ x 1,000)

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CIP ID	**Sponsor**	**Project Title**	**PA**	**Fund Source**	**Fund Subset**	**Mode**	**Phase**	**Programmed Amount**	**Prior Thru FY2018-19 (July 2018)**	**FY2019-20**	**FY2020-21**	**FY2021-22**	**FY2022-23**	**FY2023-24**	**Total Allocated (Thru FY20-21)**
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	443	443						443
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,451		4,451					4,451
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	PE/Env	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	434	434						434
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	ROW	1,097	1,097						1,097
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	CON	6,376				6,376			
00200	Alameda	Seaplane Lagoon Ferry Terminal	1-North	2014 MBB	TEP-45	Transit	CON	8,200		8,200					8,200
00314	Alameda	Otis Drive Traffic Calming and Safety Improvement Project	1-North	TFCA	Prog Mgr	Transit	CON	175		175					175
00088	Alameda County	Alameda Co-Various Streets and Roads Preservation	Multiple	OBAG	STP	LSR	CON	1,565	1,565						1,565
00127	Alameda County	Hesperian Blvd Corridor Improvement (A St - I880)	2-Central	2014 MBB	TEP-26	LSR	CON	7,000	7,000						7,000
00162	Alameda County	East Castro Valley Boulevard Class II Bike Lanes	4-East	TFCA	Prog Mgr	Bike/Ped	Various	62	62						62
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2-Central	2000 MB	Disc-TCD	Transit	Planning / Scoping	88	88						88
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	2014 MBB	TEP-26	LSR	CON	7,600		7,600					7,600
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	245		245					245
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	9,300				9,300			
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	STP/CMAQ	LSR	LSR	PE/Env								
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	STP/CMAQ	LSR	LSR	CON	2,171			2,171				2,171
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	STP/CMAQ	LSR	LSR	PE/Env								
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	STP/CMAQ	LSR	LSR	CON	1,779		1,779					1,779
00319	Alameda County	Hesperian Blvd Class 2 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	2010 VRF	Disc-Transit	Transit	Various	7,000		7,000					7,000
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	2000 MB	Disc-BP	Bike/Ped	Various	8	8						8

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								Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	2000 MB	Disc-PT	Paratransit	O&M	109	109						109
00053	Alameda CTC	Affordable Student Transit Pass Programs	Multiple	2014 MBB	TEP-08	Transit	O&M	15,000	15,000						15,000
00054	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	Multiple	2014 MBB	TEP-12	Paratransit	Planning / Scoping	1	1						1
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	PE/Env	3,000	3,000						3,000
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	Final Design (PS&E)	6,600	6,600						6,600
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	ROW	2,400	2,400						2,400
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	CON	2,400			2,400				2,400
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Planning / Scoping	100	100						100
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	PE/Env	4,000	4,000						4,000
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Final Design (PS&E)	5,500	5,500						5,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	PE/Env	4,000	4,000						4,000
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	Final Design (PS&E)	16,500	16,500						16,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	ROW	20,000	10,000	10,000					20,000
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	CON	81,500		81,500					81,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	CON	6,200		6,200					6,200
00072	Alameda CTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	4-East	2014 MBB	TEP-32	HWY	CON	10,000	10,000						10,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	Multiple	2014 MBB	TEP-35	HWY	Final Design (PS&E)	5,000	5,000						5,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	Multiple	2014 MBB	TEP-35	HWY	CON	15,000	15,000						15,000
00076	Alameda CTC	I-880 NB HOV/HOT Extension from A Street to Hegenberger	Multiple	2014 MBB	TEP-36	HWY	Planning / Scoping								
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	2014 MBB	TEP-38	HWY	Planning / Scoping	925	925						925
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	2014 MBB	TEP-38	HWY	PE/Env	4,750	4,750						4,750
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	2014 MBB	TEP-39	HWY	Planning / Scoping	825	825						825
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	2014 MBB	TEP-39	HWY	PE/Env	4,750	4,750						4,750

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	2014 MBB	TEP-42	Bike/Ped	PE/Env	3,500	3,500						3,500
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	12,000				12,000			
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	1986 MB	MB226	LSR	CON	85,500	85,500						85,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	Multiple	2000 MB	08A	HWY	O&M	4,500	4,500						4,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	Multiple	2000 MB	08A	HWY	CON	20,000	20,000						20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2000 MB	08B	HWY	Final Design (PS&E)	4,500	4,500						4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2014 MBB	TEP-35	HWY	CON	10,000	10,000						10,000
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2000 MB	08B	HWY	CON	100,000	100,000						100,000
00120	Alameda CTC	Alameda County Rail Strategy Study	Multiple	2014 MBB	TEP-27	Freight	Planning / Scoping	250	250						250
00131	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	4-East	2014 MBB	TEP-26	HWY	Planning / Scoping	17	17						17
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	9,550	9,550						9,550
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	CON	8,000	8,000						8,000
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Planning / Scoping	1,808	1,808						1,808
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	PE/Env	3,500	3,500						3,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	Planning / Scoping	1,500	1,500						1,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	PE/Env	7,500	7,500						7,500
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	35,020	35,020						35,020
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	18,000	18,000						18,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	ROW	23,000		23,000					23,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	CON	37,000		37,000					37,000
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	Multiple	2014 MBB	TEP-26	Multiple	Various	4,200	1,950	2,250					4,200
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	Multiple	2014 MBB	TEP-41	Freight	Various	300	300						300
00158	Alameda CTC	Modal Plans Implementation: Alameda Countywide Transit Plan Implementation	Multiple	2010 VRF	Disc-Transit	Transit	Various								

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00159	Alameda CTC	Matching Program for Last Mile Connection Technology Programs	Multiple	2014 MBB	TEP-46	Transit	Various	200	200						200
00161	Alameda CTC	Overall Planning/Monitoring Services	Multiple	2014 MBB	TEP-46	Multiple	Various	100	100						100
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Multiple	TFCA	Prog Mgr	Multiple	Various	210	210						210
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	Multiple	TFCA	Prog Mgr	Transit	Various	270	270						270
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	Multiple	2000 MB	Disc-TCD	Bike/Ped	Planning / Scoping	200	200						200
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	O&M	1,089	420	331	338				1,089
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	2014 MBB	TEP-45	Transit	O&M	644	434	210					644
00206	Alameda CTC	Comprehensive Multimodal Monitoring	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	1,250	1,250						1,250
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	1,508	1,090	418					1,508
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	CON	1,500				500	500	500	
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	CMA-TIP	Other	Bike/Ped	CON	200	200						200
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	8,372	8,372						8,372
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	2014 MBB	TEP-27	Freight	O&M	6,000	3,000			3,000			3,000
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	PE/Env	7,500	7,500						7,500
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Final Design (PS&E)	22,500		22,500					22,500
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	2014 MBB	TEP-46	Multiple	Planning / Scoping	1,000	1,000						1,000
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	405	405						405
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	16,595	10,175	6,420					16,595
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	Final Design (PS&E)	151	151						151
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	CON	389	389						389
00280	Alameda CTC	Toll Revenue Forecasting	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	500	330	170					500
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	PE/Env	5,000		5,000					5,000
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Planning / Scoping	5,500		5,500					5,500

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00289	Alameda CTC	Student Transit Pass Program	Multiple	2014 MBB	TEP-07	Transit	O&M	23,500			2,800	6,700	6,700	7,300	2,800
00313	Alameda CTC	Countywide Model Update	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	800		800					800
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	Multiple	TFCA	Prog Mgr	Multiple	O&M	100	100						100
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	1-North	TFCA	Prog Mgr	Bike/Ped	Various	95	95						95
00213	Albany	Buchanan Bikeway Phase III	1-North	2000 MB	Disc-BP	Bike/Ped	CON								
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	1-North	STP/CMAQ	LSR	Bike/Ped	CON	340			340				340
00021	ASEB	Special Transportation Services for Individuals with Dementia	Multiple	2000 MB	Disc-PT	Paratransit	O&M	400	400						400
00300	ASEB	Regrowth of Transportation Services for Individuals with Dementia	Multiple	2000 MB	Disc-PT	Paratransit	O&M	797		150	155	159	164	169	305
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	Multiple	Lifeline	STA	Transit	O&M	250	250						250
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Planning / Scoping	2,760	2,760						2,760
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Final Design (PS&E)	16,450	16,450						16,450
00059	BART	Bay Fair Connector/BART Metro	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	85	85						85
00172	BART	BART West Oakland Bike Locker Plaza	1-North	TFCA	Prog Mgr	Transit	Various	55	55						55
00215	BART	BART to Livermore	4-East	TCRP	TCRP	Transit	PE/Env	1,700	1,700						1,700
00215	BART	BART to Livermore	4-East	2000 MB	26	Transit	PE/Env	1,400	1,400						1,400
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	500	500						500
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	PE/Env	5,000	5,000						5,000
00304	BART	19th Street Oakland BART Station Modernization	1-North	2014 MBB	TEP-19	Transit	CON	10,000		10,000					10,000
00318	BART	West Oakland BART Station Bike Locker Expansion	1-North	TFCA	Prog Mgr	Transit	CON	100		100					100
00089	Berkeley	Shattuck Complete Streets and De-couplet	1-North	OBAG	STP	Bike/Ped	CON	2,777	2,777						2,777
00097	Berkeley	Hearst Avenue Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	2,256	2,256						2,256
00165	Berkeley	Berkeley Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	Various	137	137						137
00177	Berkeley	Hearst Ave Complete Streets	1-North	TFCA	Prog Mgr	Bike/Ped	CON	88	88						88

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00184	Berkeley	Berkeley Citywide Bike Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	29	29						29
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	49	49						49
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	59	59						59
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	613	613						613
00220	Berkeley	Milvia Bikeway Project	1-North	2000 MB	Disc-BP	Bike/Ped	PE/Env	350	350						350
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	220	220						220
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)								
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	387	387						387
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	613	613						613
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	7,335	6,121		1,214				7,335
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Multiple	2000 MB	Disc-PT	Paratransit	O&M	535	535						535
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	306	306						306
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Multiple	2014 MBB	TEP-12	Paratransit	O&M	1,004		180	209	192	198	225	389
00023	CIL	Mobility Matters Project	Multiple	2000 MB	Disc-PT	Paratransit	O&M	679	679						679
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	Multiple	2000 MB	Disc-PT	Paratransit	O&M	500	500						500
00293	CIL	Community Connections Program (CoCo)	Multiple	2000 MB	Disc-PT	Paratransit	O&M	940		188	188	188	188	188	376
00291	CRIL	Travel Training: Oh The Places You Will Go!	Multiple	2000 MB	Disc-PT	Paratransit	O&M	486		162	162	162			324
00173	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	2-Central	TFCA	Prog Mgr	Transit	Various	123	123						123
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128
00320	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations	2-Central	TFCA	Prog Mgr	Transit	O&M	215	215						215
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	O&M	220	220						220
00295	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	970		194	194	194	194	194	388

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00052	Dublin	Iron Horse Transit Route - Dougherty Road	4-East	2000 MB	09	Multiple	CON	6,267	6,267						6,267
00090	Dublin	Dublin Boulevard Preservation	4-East	OBAG	STP	LSR	CON	470	470						470
00123	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	4-East	2014 MBB	TEP-26	LSR	CON	11,200	11,200						11,200
00124	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	4-East	2014 MBB	TEP-26	LSR	CON	3,000	3,000						3,000
00166	Dublin	San Ramon Road Arterial Mgmt	4-East	TFCA	Prog Mgr	LSR	Various	146	146						146
00224	Dublin	City of Dublin Street Rehab	4-East	STP/CMAQ	LSR	LSR	CON	661			661				661
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	PE/Env	2,374	2,374						2,374
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	Final Design (PS&E)	5,374	5,374						5,374
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	166	166						166
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,128	1,128						1,128
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	CON	4,751		4,751					4,751
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	TFCA	Prog Mgr	Bike/Ped	CON	856		856					856
00315	Dublin	Tassajara Road Arterial Management Project	4-East	TFCA	Prog Mgr	Transit	CON	146		146					146
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	1-North	2014 MBB	TEP-42	Bike/Ped	CON	642	642						642
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	1-North	2014 MBB	TEP-42	Bike/Ped	CON	2,833	2,833						2,833
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	296	296						296
00292	Eden I&R	Mobility Management Through 211 Alameda County	Multiple	2000 MB	Disc-PT	Paratransit	O&M	747		136	136	153	157	165	272
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	952		217	163	225	171	176	380
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	Multiple	2000 MB	Disc-PT	Paratransit	O&M	174	174						174
00141	Emeryville	South Bayfront Bridge	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,895	1,895						1,895
00141	Emeryville	South Bayfront Bridge	1-North	TFCA	Prog Mgr	Bike/Ped	CON	105	105						105
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00230	Emeryville	Emery Go Round General Benefit Operations	1-North	2014 MBB	TEP-45	Transit	O&M	2,500	1,000	500	500	500			2,000

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00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	1-North	STP/CMAQ	LSR	LSR	CON	225			225				225
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	1-North	2000 MB	Disc-TCD	Transit	CON	930	930						930
00271	Emeryville	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	52	52						52
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets (TCEP Match)	1-North	2014 MBB	TEP-41	Freight	CON	1,800	1,800						1,800
00301	Emeryville	Emeryville Senior Center Group Trips Bus Purchase	Multiple	2000 MB	Disc-PT	Paratransit	O&M	132		132					132
00025	Fremont	Tri-City Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	431	431						431
00026	Fremont	Tri-City Volunteer Driver Programs	3-South	2000 MB	Disc-PT	Paratransit	O&M	549	549						549
00027	Fremont	Tri-City Taxi Voucher Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	450	450						450
00091	Fremont	Fremont City Center Multi-Modal Improvements	3-South	OBAG	STP	Multiple	CON	1,288	1,288						1,288
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-45	Transit	CON	25,000	25,000						25,000
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-21	Transit	CON	5,000	5,000						5,000
00143	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	41	41						41
00152	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	3-South	2014 MBB	TEP-42	Multiple	Planning / Scoping	42	42						42
00153	Fremont	Scoping: Fremont BART Station West Side Enhancement	3-South	2014 MBB	TEP-45	Transit	Planning / Scoping	42	42						42
00154	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	3-South	2014 MBB	TEP-45	Bike/Ped	Planning / Scoping	42	42						42
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	3-South	TFCA	Prog Mgr	LSR	CON	425	425						425
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	3-South	TFCA	Prog Mgr	LSR	CON	646	646						646
00233	Fremont	City of Fremont Pavement Rehabilitation Project	3-South	STP/CMAQ	LSR	LSR	CON	2,760		2,760					2,760
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	PE/Env	386	386						386
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	799	799						799
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	CON	6,510		6,510					6,510
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	PE/Env	1,901	1,901						1,901
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,553	3,553						3,553

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00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	PE/Env	443	443						443
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,328	1,328						1,328
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	CON	7,525		7,525					7,525
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	3-South	2014 MBB	TEP-45	Bike/Ped	CON	5,000	5,000						5,000
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	298	298						298
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	731		134	145	149	151	152	279
00305	Fremont	I-680 Interchange Modernization & Area Impvts. (Mission Blvd, Washington, Auto Mall Pkwy, Auto Mall Pkwy / WarmSprings Intersection)	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	3,000		3,000					3,000
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	1,000		1,000					1,000
00308	Fremont	Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone	3-South	2014 MBB	TEP-21	Freight	CON	977		977					977
00309	Fremont	I-880 Bridge at Pacific Commons Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,100		2,100					2,100
00311	Fremont	Sabercat Trail Connection to Irvington BART Station Area	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env								
00322	Fremont	Former State Route 84 Pavement Rehabilitation	3-South	2014 MBB	TEP-21	LSR	CON	2,000		2,000					2,000
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	750		750					750
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	Final Design (PS&E)	250				250			250
00307	Fremont/ Union City	Decoto Boulevard Complete Streets w/Transit Priority Project	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	3,500		3,500					3,500
00312	Fremont/ Union City	Dumbarton to Quarry Lakes Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,000		2,000					2,000
00092	Hayward	Hayward - Industrial Boulevard Preservation	2-Central	OBAG	STP	LSR	CON	1,265	1,265						1,265
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	2014 MBB	TEP-26	LSR	CON	21,500	21,500						21,500
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	175	175						175
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	1,500	1,500						1,500
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2-Central	2014 MBB	TEP-26	HWY	Planning / Scoping	440	440						440
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	Final Design (PS&E)	88	88						88
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	CON	1,662	1,662						1,662

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00283	LARPD/TVC	Valley Trails Connection Project	4-East	CMA-TIP	Other	Bike/Ped	Various	110	110						110
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	STA	Transit	O&M	388	388						388
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	JARC	Transit	O&M	129	129						129
00160	LAVTA	Pilot Transit Program for Last Mile Connections	4-East	2000 MB	Disc-Transit	Transit	Various	51	51						51
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	4-East	TFCA	Prog Mgr	Transit	Various	275	275						275
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Transit	O&M	318	318						318
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	152	152						152
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	CON	1,262	1,262						1,262
00245	LAVTA	Wheels Forward/2020 Plan	4-East	2000 MB	Disc-Transit	Transit	Planning / Scoping	220		220					220
00298	LAVTA	Para-Taxi Debit Card	4-East	2000 MB	Disc-PT	Paratransit	O&M	87		23	16	16	16	16	39
00299	LAVTA	Para-Taxi Operations	4-East	2000 MB	Disc-PT	Paratransit	O&M	140		24	25	28	30	33	49
00321	LAVTA	LAVTA Rte 30 BRT Operations, FYs 19/20 and 20/21	4-East	TFCA	Prog Mgr	Transit	O&M	477	477						477
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	O&M	22	22						22
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	275	275						275
00296	LIFE ElderCare	Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults	Multiple	2000 MB	Disc-PT	Paratransit	O&M	1,023		150	189	200	234	250	339
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	20	20						20
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	30	30						30
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	160	160						160
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	193	193						193
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	CON	1,407	1,407						1,407
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	4-East	STP/CMAQ	LSR	LSR	CON	1,382		1,382					1,382
00247	Livermore	Vasco Road/I-580 Interchange Improvements	4-East	2014 MBB	TEP-34	HWY	PE/Env	1,380	1,380						1,380
00102	MTC	Regional Planning Activities and PPM - Alameda	Multiple	OBAG	STP	Multiple	PE/Env	1,034	1,034						1,034

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00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75			75				75
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	PE/Env	325			325				325
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	350			350				350
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	CON	4,000			4,000				4,000
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200			200				200
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	Multiple	2010 VRF	Disc-Transit	Transit	PE/Env	500			500				500
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	Multiple	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	800			800				800
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200			200				200
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	Multiple	2010 VRF	Disc-Transit	Transit	PE/Env	300			300				300
00327	MTC / Alameda CTC	I-80 Powell Interchange	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	250			250				250
00328	MTC / Alameda CTC	Bay Bridge Bicycle/Pedestrain LINK	Multiple	2000 MB	Disc-BP	Transit	CON	3,000			3,000				3,000
00099	Newark	Enterprise Drive Complete Streets and Road Diet	3-South	OBAG	STP	Bike/Ped	CON	454	454						454
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	Final Design (PS&E)	2,765	2,765						2,765
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	CON	11,134	11,134						11,134
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	ROW	2,155	2,155						2,155
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	3-South	STP/CMAQ	LSR	LSR	CON	592	592						592
00028	Oakland	Taxi-Up & Go Project	Multiple	2000 MB	Disc-PT	Paratransit	O&M	350	350						350
00064	Oakland	Oakland Broadway Corridor Transit	1-North	2014 MBB	TEP-24	Transit	Planning / Scoping	50	50						50
00093	Oakland	Lake Merritt BART Bikeways	1-North	OBAG	STP	Bike/Ped	CON	571	571						571
00094	Oakland	Oakland Complete Streets	1-North	OBAG	STP	LSR	CON	3,384	3,384						3,384
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	STP	Bike/Ped	CON	4,446	4,446						4,446
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	CMAQ	Bike/Ped	CON	2,554	2,554						2,554
00100	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	1-North	OBAG	CMAQ	Bike/Ped	CON	5,452	5,452						5,452

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Programming and Allocations ($ x 1,000)

									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	**Sponsor**	**Project Title**	**PA**	**Fund Source**	**Fund Subset**	**Mode**	**Phase**	**Programmed Amount**	**Prior Thru FY2018-19 (July 2018)**	**FY2019-20**	**FY2020-21**	**FY2021-22**	**FY2022-23**	**FY2023-24**	**Total Allocated (Thru FY20-21)**
00103	Oakland	7th Street West Oakland Transit Village, Phase II	1-North	OBAG	CMAQ	Bike/Ped	CON	3,288	3,288						3,288
00121	Oakland	Oakland Army Base Roadway Infrastructure Improvements	1-North	2014 MBB	TEP-26	Freight	CON	41,000	41,000						41,000
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	1-North	2014 MBB	TEP-26	Freight	CON	5,000	5,000						5,000
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,300	1,300						1,300
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	CON	5,300	5,300						5,300
00137	Oakland	I-880/42nd-High Street Access Improvements	1-North	2014 MBB	TEP-40	HWY	CON	10,000	10,000						10,000
00167	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	1-North	TFCA	Prog Mgr	Transit	Various	210	210						210
00168	Oakland	CityRacks, Phase 12	1-North	TFCA	Prog Mgr	Bike/Ped	Various	124	124						124
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	1-North	TFCA	Prog Mgr	Transit	O&M	367	367						367
00180	Oakland	Broadway Shuttle Operations	1-North	2014 MBB	TEP-45	Transit	O&M	1,650	660	330	330	330			1,320
00180	Oakland	Broadway Shuttle Operations	1-North	TFCA	Prog Mgr	Transit	O&M	603	338	265					603
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	PE/Env	225	225						225
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	Final Design (PS&E)	1,725	1,725						1,725
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	250	250						250
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,250	1,250						1,250
00251	Oakland	E 12th Street Bikeway	1-North	TFCA	Prog Mgr	Bike/Ped	CON	140	140						140
00252	Oakland	East Oakland Community Streets Plan	1-North	2014 MBB	TEP-45	LSR	Planning / Scoping	100	100						100
00253	Oakland	Fruitvale Ave Gap Closure	1-North	2014 MBB	TEP-44	Bike/Ped	CON	1,634			1,634				1,634
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	80	80						80
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	320	320						320
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,392		4,392					4,392
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	2,500	2,500						2,500

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Programming and Allocations ($ x 1,000)

									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	**Sponsor**	**Project Title**	**PA**	**Fund Source**	**Fund Subset**	**Mode**	**Phase**	**Programmed Amount**	**Prior Thru FY2018-19 (July 2018)**	**FY2019-20**	**FY2020-21**	**FY2021-22**	**FY2022-23**	**FY2023-24**	**Total Allocated (Thru FY20-21)**
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	Final Design (PS&E)	1,500	1,500						1,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	CON	9,500			9,500				9,500
00257	Oakland	Coliseum Transit Hub	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping								
00257	Oakland	Coliseum Transit Hub	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)								
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	PE/Env	734	734						734
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	CON	4,161	4,161						4,161
00259	Oakland	OakMob Transportation Demand Management (TDM)	1-North	2014 MBB	TEP-45	Transit	O&M	215	215						215
00323	Oakland	Broadway Transit Lanes	1-North	2014 MBB	TEP-24	Transit	CON	4,000		4,000					4,000
00101	Piedmont	Piedmont Complete Streets (CS)	1-North	OBAG	STP	Bike/Ped	CON	129	129						129
00260	Piedmont	Oakland Avenue Improvements	1-North	STP/CMAQ	LSR	LSR	CON	168	168						168
00285	Piedmont	Piedmont LSR Exchange Projects	1-North	CMA-TIP	Other	LSR	CON	(208)	(208)						(208)
00286	Piedmont	Oakland Avenue Pedestrian Bridge Railing Project	1-North	CMA-TIP	Other	LSR	CON	208	208						208
00029	Pleasanton	Downtown Route Shuttle (DTR)	4-East	2000 MB	Disc-PT	Paratransit	O&M	148	148						148
00104	Pleasanton	Pleasanton Complete Streets	4-East	OBAG	STP	Bike/Ped	CON	832	832						832
00169	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	4-East	TFCA	Prog Mgr	Transit	Various	53	53						53
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Bike/Ped	O&M	130	130						130
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	4-East	STP/CMAQ	LSR	LSR	CON	1,095		1,095					1,095
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	4-East	2014 MBB	TEP-26	HWY	CON	5,200			5,200				5,200
00316	Pleasanton	Citywide Trip Reduction Program	4-East	TFCA	Prog Mgr	Transit	O&M	80		80					80
00144	Port of Oakland	Scoping: Airport Drive Overlay	1-North	2014 MBB	TEP-26	Multiple	Planning / Scoping	42	42						42
00145	Port of Oakland	Scoping: Port Terminal Seismic Monitoring Program	1-North	2014 MBB	TEP-26	Freight	Planning / Scoping	7	7						7
00146	Port of Oakland	Scoping: Port Area ITS Deployment	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00147	Port of Oakland	Scoping: Middle Harbor Road Improvements	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22

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Programming and Allocations ($ x 1,000)

									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	**Sponsor**	**Project Title**	**PA**	**Fund Source**	**Fund Subset**	**Mode**	**Phase**	**Programmed Amount**	**Prior Thru FY2018-19 (July 2018)**	**FY2019-20**	**FY2020-21**	**FY2021-22**	**FY2022-23**	**FY2023-24**	**Total Allocated (Thru FY20-21)**
00148	Port of Oakland	Scoping: Port Terminal Lighting Upgrade	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00149	Port of Oakland	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50						50
00150	Port of Oakland	Scoping: Airport Perimeter Dike	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	30	30						30
00151	Port of Oakland	Scoping: 7th Street Grade Separation East	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	2014 MBB	TEP-26	LSR	CON	30,000	16,000	7,000	7,000				30,000
00096	San Leandro	San Leandro Boulevard Preservation	1-North	OBAG	STP	LSR	CON	804	804						804
00170	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	2-Central	TFCA	Prog Mgr	Transit	Various	50	50						50
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	130	130						130
00190	San Leandro	LINKS Shuttle Operations	2-Central	2014 MBB	TEP-45	Transit	O&M	1,020	420	200	200	200			820
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	2014 MBB	TEP-26	LSR	CON	1,821				1,821			
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	PE/Env	73	73						73
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	CON	975		975					975
00030	SHS	Rides for Seniors	Multiple	2000 MB	Disc-PT	Paratransit	O&M	235	235						235
00051	SJRRC	ACE Capital	Multiple	2000 MB	01	Transit	Various	13,184	13,184						13,184
00031	SSPTV	Volunteer Assisted Senior Transportation Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	325	325						325
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	210	210						210
00297	SSPTV	Volunteers Assisting Seniors with Transportation (VAST)	4-East	2000 MB	Disc-PT	Paratransit	O&M	560		106	109	112	115	118	215
00010	Union City	Operations Support for Route 2	3-South	Lifeline	STA	Transit	O&M	220	220						220
00062	Union City	Union City Intermodal Station	3-South	2014 MBB	TEP-22	Transit	Planning / Scoping	51	51						51
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	PE/Env	5	5						5
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	780	780						780
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	CON	5,779	5,779						5,779
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	CMA-TIP	Other	Bike/Ped	CON	1,100	1,100						1,100

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Five-Year Programming and Two-Year Allocation Plan
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Programming and Allocations ($ x 1,000)

									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	**Sponsor**	**Project Title**	**PA**	**Fund Source**	**Fund Subset**	**Mode**	**Phase**	**Programmed Amount**	**Prior Thru FY2018-19 (July 2018)**	**FY2019-20**	**FY2020-21**	**FY2021-22**	**FY2022-23**	**FY2023-24**	**Total Allocated (Thru FY20-21)**
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	TFCA	Prog Mgr	Bike/Ped	CON	136	136						136
00266	Union City	Dyer Road Pavement Rehabilitation	3-South	STP/CMAQ	LSR	LSR	CON	872	872						872
00267	Union City	Bicycle and Pedestrian Master Plan Update	3-South	2000 MB	Disc-BP	Bike/Ped	Planning / Scoping	150	150						150
00317	Union City	Union City IDEA Grant Traffic Signal Control Improvement	4-East	TFCA	Prog Mgr	Transit	CON	221		221					221
00294	USOAC	Senior Public Transportation Training and Education Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	419		34	62	103	108	112	96
00281	Various	State Transportation Improvement Program	Multiple	STIP	RIP	HWY	Various	48,813	48,813						48,813
00282	Various	Lifeline Cycle 5 Program	Multiple	Lifeline	Various	Transit	Various	4,789	4,789						4,789
							Totals	**1,307,389**	**886,563**	**305,528**	**46,266**	**50,508**	**8,926**	**9,598**	**1,238,607**

Total 2-year Allocations	**$ 351,794**
Total 5-year Programming	**$ 420,826**



ALAMEDA
County Transportation Commission

2020 Comprehensive Investment Plan Update

Appendix D

CIP Programming Principles and Guidelines



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Alameda County Transportation Commission

COMPREHENSIVE INVESTMENT PLAN
PROGRAMMING PRINCIPLES AND GUIDELINES

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SECTION 1
COMPREHENSIVE INVESTMENT PLAN
PROGRAMMING PRINCIPLES

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1. PURPOSE

The purpose of the Comprehensive Investment Plan (CIP) is to facilitate strategic programming and allocation of all fund sources under Alameda CTC's programming responsibilities. This includes funding from federal, State, regional, and local fund sources such as the Surface Transportation Program (STP) / Congestion Mitigation Air Quality Program (CMAQ), Lifeline Transportation Program, Transportation Fund for Clean Air Program (TFCA), local sales tax measures and vehicle registration fee programs.

To streamline programming of these funds sources, the CIP considers all available fund sources through a consolidated funding program that prioritizes, evaluates, and recommends funding to critical transportation infrastructure and operational needs that build and maintain the county's transportation system. The coordinated programming effort is also intended to minimize the number of funding applications required from Project Sponsors and prioritize investments to projects and programs ("projects") identified through countywide transportation planning efforts.

The purpose of the CIP programming principles established herein is to provide a framework for programming and allocation decisions made by the Alameda CTC to accomplish countywide transportation goals and objectives. The following five fundamental guiding principles have been identified:

1. Implementing Alameda CTC's adopted visions and goals
2. Balance strategic investments across project delivery phases
3. Maximize transportation investments
4. Investments in all modes and areas within Alameda County
5. Deliver solutions while ensuring accountability

The CIP programming principles are not intended to replace existing programming requirements of individual fund sources. Instead, the principles are intended to create a uniform consolidation of historically separate programming goals and practices, where applicable, to more effectively coordinate funding towards highly beneficial transportation projects that address congestion, state of good repair, economic development, access, safety, and connectivity of a multimodal transportation system.

2. PROGRAMMING AND ALLOCATIONS PROCESS

The CIP includes a five-year programming window with a two-year allocation plan (i.e. the first two years of the five-year window).

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The current programmed amount for a given project represents a commitment amount that is available for allocation when the programmed funds shift into the CIP's two-year allocation window. An allocated amount represents the amount available for encumbrance in project funding agreements and/or contracts, which are, in turn available for reimbursement of eligible costs.

All programmed funds are subject to the availability of funds, and current programming and allocation priorities.

The CIP programming and allocation process is as follows:

1. Alameda CTC will make programming and allocation recommendations to certain projects based on the available fund estimate for a given five-year CIP programming cycle.
2. Projects programmed within the first two-years of a given CIP will receive an allocation.
3. Projects with outer year programmed funds will receive an allocation in the fiscal year in which the funds were originally programmed, upon the Project Sponsor's allocation request through the CIP application process.
    - Allocation requests to advance outer programmed funds are subject to the availability of funds and Commission approval, as priority is given to projects with funds already allocated in the two-year allocation window.
4. Projects with outer year programmed funds that are not ready for an allocation may request to have the programming deferred to an outer CIP programming year by notifying Alameda CTC.

3. FUND SOURCES AND PROGRAMS

The CIP consolidates the programming and allocations of the various fund sources under Alameda CTC's purview. These sources are delineated into principle programs, where feasible, as identified on the table below. For example, 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee (VRF) Bicycle/Pedestrian funds are consolidated into a single Bicycle/Pedestrian Program. This provides greater coordination of similar funding types, requirements, and eligibilities to meet larger program goals and objectives. For all locally-funded programs (principle programs 1-10) a project-funding agreement between the Alameda CTC and Project Sponsor is required. For all other programs (principle programs 11- 13) Project Sponsors are required to enter into a funding agreement directly with the appropriate federal, State, or regional agency.

Principle Program	Fund Source & Investment Program
1. Bicycle/Pedestrian Program	Measure B (MB) Bike/Pedestrian Countywide Discretionary Fund Measure BB (MBB) Bike/Pedestrian Grant Program Measure BB (MBB) Three Major Trails Vehicle Registration Fee (VRF) Pedestrian-Bicycle Access and Safety Program
2. Transit Program	MB Express Bus MBB Innovative Transit Program (transit pass programs) VRF Transit for Congestion Relief Program

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Principle Program	Fund Source & Investment Program
3. Transit Center for Development Program	MB Transit Center Development Program
4. Community Development Investment Program	MBB Community Development Investment Program
5. Paratransit Program	MB Special Transportation for Seniors and People with Disabilities "Gap Grant" Program MBB Coordination and Service Grants
6. Freight and Economic Development Program	MBB Freight and Economic Development MBB Countywide Freight Corridors
7. Technology, Innovation and Development	MBB Technology, Innovation, and Development
8. Local Streets and Roads (Arterials) Program	MBB Congestion Relief, Local Bridge, Seismic Safety
9. Highways Program	MBB Highway Capital Projects
10. Transportation Fund for Clean Air (TFCA)	TFCA Program
11. Lifeline Transportation Program (LTP)	State Transit Account (STA) Job Access Reverse Commute (JARC) and Surface Transportation Program (STP)
12. One Bay Area Grant Program (OBAG)	Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ)
13. State Transportation Improvement Program (STIP)	STIP

4. PROGRAMMING CAPACITY

Alameda CTC's programming capacity is limited to the funding anticipated to be available for projects included in the five-year programming and allocation horizon. Projects are programmed over a five-year period, with allocations to projects in the first two-years of the CIP window. Projects that exceed the five-year fiscally constrained CIP will be considered for inclusion in future CIP updates, and may receive priority consideration in the event a previously programmed commitment is unable to be delivered, or additional funding capacity is made available. Alameda CTC will provide a programming fund estimate as part of the CIP call for projects process.

5. PROGRAMMING PRIORITIES

Through the CIP, funds are prioritized to projects as follows:

a. Achieves Fundamental Programming Principles: The degree to which projects achieve the CIP's five (5) fundamental programming principles (*refer to Section 6 of CIP for details)*.
   1. Implementing Alameda CTC's adopted visions and goals
   2. Balance strategic investments across project delivery phases
   3. Maximize transportation investments
   4. Investments in all modes and areas within Alameda County
   5. Deliver solutions while ensuring accountability

b. Countywide Significance: Projects identified as a countywide priority, as an identified project, or along a transportation corridor, in Alameda CTC's Countywide Transportation Plan (CTP), Multi-modal Plans (Goods Movement, Arterial, and Transit), transportation

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expenditure plans, and the Countywide Bicycle and Pedestrian Plans will receive higher priority consideration.

c. Readiness: Projects demonstrating higher state of construction readiness will receive higher priority consideration. Readiness includes technical and financial readiness such as completion of engineering, environmental and design studies, identification of risk-mitigation measures, secured funding towards project completion, feasible schedule, etc. Projects must be deliverable within the timeframe that funds are made available.
d. Fund Leveraging: Projects that leverage external funding commitments (such as federal and State discretionary funds) shall receive higher priority consideration.
e. Coordination and Support: The degree to which a project demonstrates coordination and support from multiple jurisdictions, agencies, and the community stakeholders throughout the planning and project implementation phases, and identification of commitments to maintain the improvements after completion.

6. ELIGIBLE APPLICANTS

a. Eligible applicants (direct recipients) of funds programmed through the CIP are limited to the following:
    1. Cities of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, Union City
    2. County of Alameda
    3. Transit agencies Altamont Corridor Express (ACE), Alameda-Contra Costa Transit District (AC Transit), San Francisco Bay Area Rapid Transit District (BART), Livermore Valley Transportation Authority (LAVTA), Union City Transit, and San Francisco Water Emergency Transportation Authority (WETA)
    4. East Bay Regional Parks District (EBRPD)
    5. Public school districts (K-12) in Alameda County *(exclusively for student transit pass programs)*
    6. Alameda County Transportation Commission (Alameda CTC)
    7. Private, non-profit organizations *(exclusively for programs targeted towards seniors and people with disabilities)*
    8. Entities that are not identified specifically as eligible direct recipients will only be eligible to receive CIP funds as sub-recipients by partnering with an eligible direct recipient that is willing to pass through the funds to a sub-recipient. Exceptions allowing other entities to directly receive funds may be granted by Alameda CTC on a case-by-case basis.
b. Applicants must acknowledge and agree to comply with the specific requirements of the identified fund source and project funding agreement requirements prior to receiving funds programmed and allocated through the CIP.
c. Applicants must provide the expertise and staff resources necessary to successfully deliver projects within the constraints of the fund source requirements.
d. Applicants must identify and maintain a staff position that serves as the single point of contact for Alameda CTC programmed funds within that agency.

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7. ELIGIBLE PROJECTS

Eligible CIP projects are as follows:

a. Projects must demonstrate a public benefit towards building and maintaining the transportation infrastructure in Alameda County.

b. Projects must be publicly accessible, and not only for private entity use.

c. Projects must be in and consistent with the most current adopted Regional Transportation Plan and the Alameda CTC's CTP.

d. Projects must meet the goals and objectives of the funding sources and funding programs.

- Projects funded with 2000 Measure B, 2014 Measure BB, and VRF monies must be consistent with eligible use of funds of the respective expenditure plans.
- Example requirements for federal funding include:
  - Compliance with the California Environmental Quality Act (Public Resource Code Section 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures.
  - Completion of a Federal Transportation Improvement Program (FTIP) application through the Metropolitan Transportation Commission's Funding Management System.
- Potential funding eligibilities examples are identified on Exhibit A - Project Categories, Funding Eligibility, and Transportation Priorities.

e. Eligible capital infrastructure projects may include (but are not limited to):

- Local street and road improvements
- Bicycle and/or pedestrian infrastructure improvements include new facilities, parking/lockers, gap closure, and safety improvements
- Highway capital investments
- Freight, ferry, rail, and intermodal projects that facilitate the movement of goods, services, and people
- Transit infrastructure enhancements and expansion
- Safety or modernization improvements to transit centers, stations, or facilities,
- Transportation improvements that provide greater transit access for residents of low-income and disadvantaged communities
- Improvements that reduce greenhouse gas emissions
- Technology improvements such as intelligent transportation system, transit signal priority, innovative uses of technology as it pertains to improving the transportation system

f. Eligible non-infrastructure projects may include (but are not limited to):

- Bicycle and pedestrian master plans
- Feasibility or scoping only studies for capital projects
- Safe Routes to School program operations
- Crossing guard programs

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- Safety education, training, enforcement, and promotional programs
- Transportation demand or traffic management programs
- Travel training and mobility management programs
- Transit or shuttle operations
- Transit incentive programs (including fare based)
- Bike share or rideshare programs

8. MINIMUM/ MAXIMUM AWARD AND MATCHING REQUIREMENTS

Project Type	Minimum Request	Maximum Request	Minimum Match
Capital Improvement	$250,000	$2,000,000	30% By Phase Requested
Programs and Transit/Shuttle Operations	$100,000 per year	$500,000 per year	75%
Plans/Studies	$100,000	$100,000	50%

The CIP will focus on comprehensive transportation projects that yield significant benefits to the countywide transportation system. In general, smaller projects or early project development (planning/scoping) activities that are able to be funded through local means (direct local distribution funds) will be a lesser priority for discretionary funding.

Project Sponsors shall provide the minimum match of Alameda CTC's administered funds requested by phase, unless otherwise stated by a particular program guideline.

9. MATCHING REQUIREMENTS

a. Matching funds must be expended concurrently and proportionally to the Alameda CTC's administered funds allocated to the phase for the project.
b. Previously incurred costs or previously expended funds do not count towards fulling minimum matching requirement.
c. Named capital projects with identified specific funding commitments in the 2014 Measure BB Transportation Expenditure Plan are exempt from the matching requirements.
d. Projects funded with federal funds (such as STP/CMAQ) requires a non-federal local match. Non-federal sources for local match can include local sales tax, special bond measures, financial private donations, and other local revenues.
e. In-kind funding (non-cash contributions of time, goods and services, equipment, or space) will not count towards fulling the CIP matching requirement.
f. Alameda CTC may consider on a case-by-case basis exceptions to the matching requirement. Such exceptions may include exemptions for projects that provide considerable transportation benefits and/or projects that leverage significant transportation funds for the county.

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10. ELIGIBLE PROJECT COSTS

Eligible costs for funds programmed through the CIP include

- Project development and preconstruction activities such as scoping level documents, preliminary study reports, feasibility studies, environmental documents, preliminary engineering and design work.
- Activities related to construction, rehabilitation, right-of-way acquisition, environmental mitigation, capital equipment acquisition.
- Program implementation, transit services, and shuttle operations.

All eligible costs for reimbursement must be in accordance with the policies and provisions set forth and described in detail in the "Eligible Costs for Reimbursement by Alameda CTC Policy".

Applicants are responsible for securing the necessary matching and for any additional funding needed to complete the project as a result of project cost increases, higher actual bid estimates, loss of funding, underestimated contingencies, and future maintenance costs.

11. FUNDING RESTRICTIONS

- Alameda CTC administered funds shall not supplant other committed funds.
- Alameda CTC will not be responsible to fund any cost overruns, cost increases, higher bid estimates, maintenance costs, or funding shortfalls beyond Alameda CTC's original programming and allocation commitment.
- 2000 Measure B Express Bus funds are only available to AC Transit and LAVTA.
- Programmed federal, State, and regional funds are subject to the requirements of the specific fund source, and may require Project Sponsors to enter into funding agreements directly with the authorizing agency.
- Reimbursement for eligible staff costs are limited to non-Measure B/BB/Vehicle Registration Fee Direct Local Distribution (DLD) recipients, unless otherwise agreed upon by the Alameda CTC with a project funding agreement for labor that includes direct staff implementation of a project activity. DLD recipients are expected to use DLD or other local funds to support staffing, contract management, and administrative costs associated with the project.
- Payments to fund recipients will be made on a reimbursement basis and after approval of submitted invoices. No reimbursements will be made prior to the execution of a project funding agreement with the Alameda CTC. Invoices are required to be submitted at least once every six months with required progress reports and completed task deliverables, unless otherwise authorized and approved by Alameda CTC.

12. SHUTTLE OPERATIONS FUNDING REQUIREMENTS

Funding for shuttle operations is strictly limited to shuttles which provide connections for first/last mile connections from regional transit facilities, transportation hubs, business districts, and employment centers. Paratransit services are not eligible for funding under transit eligible funding sources.

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- Eligible applicants must be a public agency eligible to receive Alameda CTC funds.
- Shuttle service must be wholly located in Alameda County, available to general public, and serve multiple employers.
- Service routes within 0.5 mile radius from a major regional transit facility (BART station, major bus transfer station, or ferry terminal) will be given priority consideration.
- Applicants must provide a minimum match required for transit/shuttle operations.
- Service Operations Requirement
    - Shuttle service must not compete with existing fixed-route transit services provided by Alameda-Contra Costa Transit District, Livermore Amador Valley Transit Authority, or Union City Transit. A Letter of Concurrence from the appropriate transit agency, must be provided to affirm coordination with the transit agency, and acknowledge that the proposed shuttle program would not complete with existing or planned transit services.
- Funding Priority Considerations
    - Programs demonstrating long-term and local sustainability with matching funding consisting of 50 percent (50%) or more coming from private sources i.e. private business investment districts will be given priority consideration.
    - Ridership exceeding 500,000 annual boarding's, documented by existing service data or documented ridership projections will be given priority consideration.

13. FREIGHT RELATED PROJECTS FUNDING REQUIREMENTS

Funding for freight related projects is strictly limited to improvements that significantly contributes to the freight systems' economic activity or vitality; relieves congestion the freight system, improves the safety, security, or resilience of the freight system; improvements or preserves the freight system infrastructure; implements technology or innovation to improve the freight system or reduce or avoid its negative impacts; or reduces or avoids adverse community and/or environmental impacts of the freight system.

Freight related projects funded by Alameda CTC must not have the direct purpose or intent to increase the overall system capacity to facilitate the transportation of coal in bulk.

14. PROJECT SELECTION CRITERIA

Project applications that meet the following screening criteria will be considered.

1. Consistency/identified within the most recently adopted Regional Transportation Plan and Countywide Transportation Plan.
2. Consistency/identified within the most recently adopted Countywide Bicycle and Pedestrian Master Plan *(applicable to bicycle/pedestrian improvements).*
3. Provide the minimum match of Alameda CTC's administered funds requested by phase.

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The primary CIP project selection criteria are as follows:

1. Project Need and Benefits: Project clearly defines project needs and how proposed transportation improvement will benefit the intended users at a local and countywide level, and provide a usable segment (as applicable).

   Alameda CTC will consider key project merits and anticipated project performance such as (in no particular order):

   - Congestion Relief: Project's ability to enhance mobility and access by addressing existing and future congestion and travel demands.
   - State of Good Repair: Project's ability to improve the condition of existing transportation facilities or address identified issues if the system is left unimproved.
   - Transportation Significance: Project demonstrates regional or countywide significance towards improving the transportation network, economic competitiveness, and environmental conditions i.e. regional greenhouse gases.
   - Safety and Connectivity: Project's ability to foster a safe, connected, and accessible transportation system for multimodal movement of goods and people.
   - Multimodal Access: Project's ability to contribute to a multimodal transportation system that serves all users, provides transportation choices, and provides greater access to schools, jobs, homes, and transit.

2. Project Readiness: Project contains a well-defined funding plan, budget, and schedule. Project has no foreseeable implementation issues, has governing body approval, and is supported by the local community. Applicant clearly identifies the ability to coordinate among appropriate internal and external agencies, and has identified stakeholders. Project with a completed project study report or equivalent scoping document will receive a higher priority consideration for readiness.

3. Sustainability: Project application identifies funding sources and responsible agency for sustaining and maintaining the project beyond the funding period. Project is identified in a long-term development plan.

4. Matching Funds: Project has secured or committed funding from other funding sources outside of Alameda CTC's funding resources that is beyond the minimum matching requirement.

5. Other fund source specific criteria requirements: Project must meet the program requirements of specific fund sources, such as cost effectiveness calculations or proximity-connectivity to specific areas and user groups. These requirements are specific to the fund source and may change with each programming cycle.

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Projects will be scored on a scale based on the project's expected outcomes and performance, project readiness, sustainability, and leveraging ability. Refer to Exhibit B – Project Selection Criteria for scoring weights for each project selection criteria category. Programming recommendations may not be based strictly on the scoring criteria alone. Consideration will be given towards the requirements of the various Alameda CTC administered fund sources, project delivery requirements, geographic equity, and countywide synergies of proposed improvements.

The project selection criteria will be applied by category mode (bicycle/pedestrian, transit, goods movement, highway, local streets and roads, transit operations, etc.) to provide a direct evaluation of similar investments to one another, i.e. transit projects to transit projects.

15. PERFORMANCE MEASURES AND MONITORING

Project Sponsors must identify and establish project goals, deliverables, and performance measures and intended outcomes that will measure the effectiveness of the investment. Performance measures will be established as part of a project funding agreement between Alameda CTC and the fund recipient.

a. For capital projects, performance indicators may include, but are not limited to, an evaluation of a project's ability to achieve CIP programming priorities, ability to meet specific funding program goals, and reporting on the status and implementation on the project delivery.
b. For operations, performance indicators may include the above, as well as quantifying and monitoring the number of trips, service hours, cost effectiveness, and outreach efforts.

16. POST ALLOCATION REQUIREMENTS

Project Sponsor whom are an awarded Alameda CTC Administered funding allocation are required

- Submit a governing body approval resolution that accepts Alameda CTC funds, confirms local matching commitments, project delivery strategy, and local support for the project in order to entered into a project funding agreement with Alameda CTC.
- Enter into a project funding agreement between the Alameda CTC for approved of allocations of Measure B, Measure BB, VRF, TFCA, and other funds under Alameda CTC purview. Agreements will include project scope, cost, schedule, performance measures, reporting requirements, publicity requirements, audit requirements, task deliverables, effective date of reimbursable costs, etc. The current agreement requirements are located here: https://www.alamedactc.org/app_pages/view/19025.
- Comply with Alameda CTC's Local Business Equity Program requirements: https://www.alamedactc.org/get-involved/contract-equity/

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17. TIMELY USE OF FUNDS AND RESCISSION OF FUNDS

a. Projects must be started within a year of the schedule identified in the executed funding agreement that defines the date of eligible costs and reimbursements. Funds may be rescinded if a project is not started within the established time period.
b. Projects must be completed within three (3) years of the established initiation date, unless a different period is identified in the program guidelines or approved in advance by the Alameda CTC and incorporated into the funding agreement.
c. Projects receiving federal and State funds are to start and expend the program funds within the delivery timeframe required by federal funding requirements.
d. Projects are subject to the specific timely use of funds, policies and provisions pertaining to the specific fund sources allocated to the Project.
e. Failing to meet timely use of funds requirements, fund agreement requirements, funding commitments, project schedules, or applicable regulations could result in loss or withholding of funds. If fund awards are withdrawn, allocations may be disencumbered from a funding agreement and removed from the CIP.
f. Rescinded funds will be returned to the program to be distributed in a future CIP cycle.

18. OTHER REQUIREMENTS

a. Program specific guidelines may supersede the requirements set forth in these CIP programming guidelines.
b. Programming and allocations actions made through the CIP are subject to the current policies and guidelines, as they may be created, revised, or amended from time to time.
c. Request for fund allocations for named 2014 Measure BB capital projects must be made prior to execution a funding agreement. The request for allocation must include at minimum a summary of project costs defined by phase and fund source, and a project schedule for each phase.
d. Alameda CTC may consider on a case-by-case basis exceptions to the programming requirements of the CIP programming principles and guidelines in the event of unanticipated programming actions/funding availability, or if a proposed project has extraordinary project merit, project synergies, or project delivery circumstances that if implemented will result in a significant countywide benefit.

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Exhibit A

Project Categories, Funding Eligibility, and Funding Eligibility

Projects will be separated into project categories by type as part of the project selection and evaluation process to prioritize projects relative to each other. The following table identifies CIP project categories, transportation priorities, and example funding eligibility.

Project Categories, Funding Eligibility, and Priority			Federal		State	Regional and Local									
#	Category and Sample Example Projects *(eligible fund sources are generally identified for the category; some example projects may not directly eligible for the fund source)*	Transportation priorities *(in no particular order)*	STP	CMAQ	STIP	TFCA	Lifeline	MB- MBB-VRF Bike/Ped	MB- MBB-VRF Transit	MB-MBB Paratransit	MBB-VRF Technology	MB-TCD	MBB-Congestion Relief	MBB-CDIP	MBB-Freight Economic
1.	Transit Capital • Capital rehabilitation • Capacity expansion, stations, capital replacement • Safety and Access improvements • Transit Signal Priority (TSP) / Communications	1. Increase transit access and ridership 2. Regional projects in the expenditure plans 3. Projects/need identified in a transit plan 4. Increase frequency or reliability of service operations 5. Facilitates express bus services	X			X	X				X	X		X	
2.	Local Streets and Roads (Arterials) • Major Arterial Performance Initiative Program • Roadway Safety/Traffic Calming • Grade separations • Traffic Signals, ITS/CCTV installations and upgrade • Signal timing and coordination • Complete Streets and Streetscape • Coordination with freeways and ramps • Roadway/Pavement Rehabilitation • Sidewalk installation	1. Regional projects in the expenditure plans. 2. Projects/need identified in Multimodal Arterials Plan 3. Enhances multimodal connectivity and reliability, of transit, bicycle and pedestrian networks. 4. Provides congestion relief and increased mobility	X	X	X	X	X				X	X	X	X	X
3.	Bicycle and Pedestrian • Bike facilities (includes Class 1,2,3, and 4 facilities) • Bike storage capital costs (racks, lockers, cages) • Safety, gap closure, infrastructure improvements • Bicycle and Pedestrian Master Plans and updates • Safe Routes to School improvements/programs	1. Identified in a Countywide Bicycle/Pedestrian Plan 2. Regional projects in the Expenditure Plans 3. Closes gaps in local and countywide bicycle/pedestrian network. 4. Improves safety and connectivity by removing known barriers to access and connections to activity centers, schools, jobs, and transit 5. Bicycle/pedestrian master plans update to improve coordination	X	X		X	X	X				X			
4.	Highway Capital • Interchange, bridge, sound wall, ramp improvements • Bridge improvements • Express lanes	1. Regional projects in the Expenditure Plans 2. Improves safety and connectivity 3. Address state of good repair of transportation system 4. Address congestion and mobility		X							X		X	X	X

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Project Categories, Funding Eligibility, and Priority			Federal		State	Regional and Local									
#	Category and Sample Example Projects *(eligible fund sources are generally identified for the category; some example projects may not directly eligible for the fund source)*	Transportation priorities *(in no particular order)*	STP	CMAQ	STIP	TFCA	Lifeline	MB- MBB-VRF Bike/Ped	MB- MBB-VRF Transit	MB-MBB Paratransit	MBB-VRF Technology	MB-TCD	MBB-Congestion Relief	MBB-CDIP	MBB-Freight Economic
5.	Freight and Economic Development (Goods Movement) • Truck/port/freight operations and goods movement • Airport Facilities, Truck-vehicle parking • Quiet Zone Improvements *Note: Road or highway access improvements will be evaluated under local streets and roads or highway categories.*	1. Regional projects in the Expenditure Plans 2. Projects identified a Goods Movement Plan 3. Reduce conflicts 4. Improve goods mobility and economic development 5. Enhance coordination to distribution centers	X	X							X			X	X
6a.	Transit Operations (non-paratransit) • Fixed route or Shuttle operations and service expansion • Transit priority measures • Congestion Relief Programs • Transit incentive programs (including fare-based)	1. Increase reliability of service operations 2. Increase transit ridership 3. Maintains or expands express bus services 4. Demonstrates operational and funding sustainability	X	X	X	X	X		X					X	
6b.	Paratransit Capital and Operations • ADA Mandated Services • City-based, non-ADA Services • Specialized transportation programs • Capital improvements (accessible vehicles, signage) • Related assessments and plans	1. Maintains or expands existing transportation services designed for seniors and people and disabilities 2. Increases accessibility of transportation services 3. Eliminates gaps in existing services by offering transportation options for seniors and people with disabilities to important travel destinations to meet life needs.	X				X			X				X	
7.	Transportation Demand Management / Education Outreach • Fare incentives – student bus passes • Guarantee Ride Home Program • Technical Assistance • Alternative mode education and incentives • Safe Routes to School or Transit • Parking management	1. Facilitates connectivity to transit 2. Promotes multi-modal transportation and modal shifts away from single occupancy vehicle (SOV) use towards alternative modes, including bicycle/pedestrian and transit. 3. Provides a cost-effective strategy to improve and facilitate access to transit, schools, and job centers.	X	X		X	X		X					X	
8.	LSR / Highway Operations • Traffic Signal Operations, ITS, maintenance • Highway and Bridge Maintenance & Operations	1. Addresses state of good repair of transportation system 2. Addresses congestion and mobility	X	X	X						X		X		
9.	Planning / Studies • Planning studies and implementation • Feasibility or scoping only studies • Modal Plans/Studies • Bicycle and Pedestrian Master Plans	1. Defines project scopes, schedules and expected outcomes 2. Examines feasibility of improvement implementations 3. Contributes to long-rang planning of improvements for future implementation and decision making 4. Supports Transit Oriented Development (TOD) and Priority Development Areas (PDA)	X	X	X			X	X	X	X	X		X	X

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Exhibit B

Project Selection Criteria

Proposed projects will be scored on the basis of applicant responses to the following criteria, as applicable. Additional criterion may be included within this framework based on program needs and funding requirements.

A. READINESS DELIVERY CRITERIA The project has a well-defined funding plan, budget and schedule; implementation of the project phase is feasible; governing body approval and community support are demonstrated; and the sponsor demonstrates coordination among internal and external agencies, as applicable.		
Index	*Criteria* (individual criterion evaluation scale High = 3 pts, Medium = 2 pts, and Low = 1 pt)	*Criteria Weight*
1.	Project Development Status *(not initiated, underway, complete)* • Status of planning and scoping documents • Status of environmental phase and clearances • Status of preliminary engineering & design phase • Status of right-of-way acquisitions	45
2.	Detailed Scope, Schedule, and Funding Plan • Defined project scope • Defined schedule and budget • Identified funding need to continue project development	
3.	Implementation Issues • Identified implementation issue(s) resolved or mitigated • Local community and governing body support • Coordination with partners	
	Subtotal	*45*

B. NEEDS AND BENEFITS CRITERIA The project need is clearly defined and demonstrates how the transportation improvement will benefit intended users by increasing connectivity, improving access, maintaining transportation facilities/equipment (as applicable), promoting innovation, improving safety, facilitating a clean environment, and contributing to economic growth.		
Index	*Criteria* (individual criterion evaluation scale High = 3 pts, Medium = 2 pts, and Low = 1 pt)	*Criteria Weight*
1.	Connectivity/Gap Closures • Expands the transportation system, network, or service • Enhances intermodal and multi-jurisdictional connectivity • Complements existing services (not duplicative)	45
2.	Access Improvements • Increases access to activity centers, central business districts, and employment centers • Serves transit dependent populations, communities of concerns, disadvantaged or vulnerable populations. • Improves transportation routes to schools • Serves a known or realistic level of demand in the community for transit services	
3.	State of Good Repair • Corrects a deteriorating condition/aging infrastructure • Addresses past deferred maintenance • Replaces capital assets that have exceeded their useful life	
4.	Technology and Innovation • Promotes innovative (non-traditional) elements for services	

B. NEEDS AND BENEFITS CRITERIA The project need is clearly defined and demonstrates how the transportation improvement will benefit intended users by increasing connectivity, improving access, maintaining transportation facilities/equipment (as applicable), promoting innovation, improving safety, facilitating a clean environment, and contributing to economic growth.		
	• Promotes vehicle technology or ITS coordination • Incorporates innovative design treatments to transportation projects	
5.	Multimodal Benefits • Identifies benefits to transit, bike, pedestrian, rail, and goods movement • Support multimodal transportation through coordination of improvements	
6.	Environmental Benefits • Promotes modal shifts that encourages less dependency on motorized transportation • Supports transit and/or transit access improvements • Supports housing and/or jobs adjacent to transit	
7.	Safety & Security • Identifies safety concerns • Increases public safety through a reduction of risk of accidents for vehicles, bicycles, and/or pedestrians • Identifies known safety issues with a proven countermeasure to address the conflicts	
8.	Economic Growth • Promotes job growth • Increases in economic growth as a result of improvements to freight corridors	
	Subtotal	*45*

C. MATCHING FUNDS CRITERIA Commits other funds beyond the minimum match		
Index	*Criteria* (evaluation scale 1 pt for every 5% match beyond minimum match requirement)	*Criteria Weight*
1.	Matching Funds • Commits other identified funds beyond the minimum match requirement for the phase of which funds are being requested.	10
	Subtotal	*10*

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SECTION 2
PROGRAMMING/ALLOCATION GUIDELINES FOR
2014 MEASURE BB
ARTERIALS PROGRAM

PROGRAM SUMMARY

The Arterials Program includes discretionary funding from the 2014 Measure BB Transportation Expenditure Plan (2014 TEP). This program aims to support the arterials in our community that serve as major commute routes for those traveling by transit, auto, bicycle, or foot, and enhance access to jobs, stores, and more through capital infrastructure investments, service operations, and innovative projects. This program focuses on improvements to major roads, bridges, freight corridors, or quiet zones.

The 2014 Measure BB funds shall be allocated and expended in accordance with the requirements of the expenditure plan.

FUND SOURCE

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 TEP outlines projects and programs ("projects") that will be funded with the sales tax revenues. Ten percent (10%) of the net revenue collected is dedicated to funding congestion relief, local bridge, and seismic safety type projects benefiting arterials and roadways that improve the mobility of transit riders, motorists, bicyclists, and pedestrians, as well as the movement of goods to stores and consumers within Alameda County.

Funds will be periodically distributed by Alameda CTC for projects with proven abilities to improve accessibility, enhance operational efficiencies, increase safety, and reduce congestion. Such activities include projects that remove bottlenecks, improve safety, enhance operations, and enhance alternatives to single occupant auto travel in key commute corridors.

As identified in the 2014 TEP, examples of investments and commute corridors eligible for funding include:

- *North County Major Roadways*: Solano Avenue Pavement resurfacing and beautification; San Pablo Avenue Improvements; State Route 13/Ashby Avenue corridor; Marin Avenue local road safety; Gilman railroad crossing; Park Street, High Street and Fruitvale Bridge replacements; Powell Street Bridge widening at Christie; East 14th Street improvements and Oakland Army Base transportation infrastructure improvements.

- *Central County Major Roadways:* Crow Canyon Road safety improvements, San Leandro local road resurfacing, Lewelling Road/Hesperian Boulevard improvements and Tennyson Road grade separation.

- *South County Major Roadways:* East-west connector in North Fremont and Union City, I-680/I-880 cross connectors, Fremont Boulevard improvements, upgrades to the relinquished Route 84 in Fremont, Central Avenue Overcrossing, Thornton Avenue widening, Mowry Avenue and Newark local streets.

- *East County Major Roadways:* Greenville Road widening, El Charro Road improvements, Dougherty Road widening, Dublin Boulevard widening and Bernal Bridge construction.

- *Countywide Freight Corridors:* Outer Harbor Intermodal Terminal at the Port of Oakland, 7th Street grade separation and roadway improvement in Oakland, as well as truck routes serving the Port of Oakland.

PROGRAMMING AND ALLOCATION PRIORITIES

The Arterials Program seeks to award projects that advance goals identified in the Countywide Multimodal Arterials Plan and as identified in the 2014 TEP. The programming and allocation primary priority shall be towards projects that contribute significantly to furthering countywide mobility along arterials. This program recognizes that concentrating improvements in key arterial corridors will improve access and efficiencies, increase safety, and reduce congestion. In general, competitive projects are those that serve residents from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Regional projects or corridors identified in the Transportation Expenditure Plan**: Priority consideration is given to regional projects that are identified in the Transportation Expenditure Plans.

2. **Projects aligned with needs established in the Multimodal Arterials Plan**: Priority consideration is given to projects that align with the modal priorities and needs as established in the Countywide Multimodal Arterials Plan.

3. **Measure BB Capital Program Delivery Plan:** Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.
4. **Enhance multimodal connectivity**: Priority consideration is given to projects that enhance the reliability, safety, and connectivity of transit, bicycle and pedestrian networks.

5. **Congestion relief and increased mobility**: Priority consideration is given to projects identified as significantly improving congestion on major commute corridors and facilitating connectivity and travel over multiple jurisdictions.

6. **State of Good Repair**: Priority consideration is given to projects that improve the conditions of existing transportation facilities or address conditions that would otherwise deteriorate if left unimproved.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance mobility, access, safety, and convenience in Alameda County. Arterials Program funds will be available for the example projects in projects that include, but are not limited to the following:

Capital Infrastructure

- Resurfacing and beautification
- Local road safety improvements
- Intersection enhancements
- Traffic/signal operation improvements
- Grade separations and railroad crossings
- Bridge replacements
- Cross connectors
- Truck route improvements
- Quiet zone enhancements
- Education, enforcement and promotion programs

INELIGIBLE PROJECTS

- Freight related projects funded by Alameda CTC must not have the direct purpose or intent to increase the overall system capacity to facilitate the transportation of coal in bulk.

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SECTION 3
PROGRAMMING/ALLOCATION GUIDELINES FOR
2000 MEASURE B, 2014 MEASURE BB, AND VEHICLE REGISTRATION FEE
BICYCLE AND PEDESTRIAN DISCRETIONARY PROGRAM

PROGRAM SUMMARY

The Bicycle and Pedestrian Discretionary Program includes the combined funding from the 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee (VRF) that are available to bicycle and pedestrian improvements. This program aims to support enhanced access and safety for bicyclists and pedestrians through capital infrastructure investments, safety education, outreach promotion, and planning activities.

The 2000 Measure B, 2014 Measure BB, and VRF funds shall be allocated and expended in accordance with the requirements of their respective expenditure plans.

FUND SOURCES

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that supports projects which improve the County's transportation system. Collections began in April 1, 2002 and will continue through March 30, 2022. The 2000 Measure B Transportation Expenditure Plan (2000 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. Five percent (5%) of the net revenue collected is dedicated to bicycle and pedestrian projects. The five percent (5%) is further separated into two distribution categories:

- 75 percent (75%) of the funds are formula Direct Local Distributions to Alameda County cities and County based on population; and
- 25 percent (25%) of the funds are distributed on a discretionary basis through the Measure B Bicycle and Pedestrian Countywide Discretionary Fund.

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects that will be funded with the sales tax revenues. Eight percent (8%) of the net revenue collected is dedicated to bicycle and pedestrian infrastructure and safety projects that support projects that encourage people to bike and walk, as designated below:

- Three percent (3%) or $264 M is directed towards the Completion of Three Major Trails - Iron Horse Trail, Bay Trail, and the East Bay Greenway Corridor; and

- Three percent (3%) is formula allocated as Direct Local Distributions to Alameda County cities and County based on population; and
- Two percent (2%) of the funds are distributed on a discretionary basis through the Measure BB Bicycle and Pedestrian program for regional projects and trail maintenance. Funds in this category includes use for Countywide Bicycle and Pedestrian coordination.

Vehicle Registration Fee

Measure F, approved by Alameda County voters in November 2010, authorizes a ten dollar ($10) per year vehicle registration fee. Collections for the VRF program began in May 2011. The goal of the VRF program is to support transportation investments that maintain and improve the County's transportation network and promote the reduction of vehicle-related emissions through congestion relief, alternative transportation, or innovative transportation strategies. Five percent (5%) of the VRF funds are dedicated to the VRF Pedestrian and Bicycle Access and Safety Program, which goal is to improve the safety of bicycles and pedestrians by reducing conflicts with motorized vehicles, create safety access to activity centers, and improve connectivity of the transportation network.

PROGRAMMING AND ALLOCATION PRIORITIES

The Bicycle and Pedestrian Discretionary Program seeks to award projects that advance countywide bicycle and pedestrian goals as identified in the Alameda CTC's Countywide Bicycle and Pedestrian Plans, and the Measure B, Measure BB, and VRF expenditure plans. The Alameda CTC's Countywide Bicycle and Pedestrian Plans identifies a priority vision system consisting of projects, corridors, and improvement initiatives that are the most significant from a countywide perspective. This priority system will guide and focus the programming and allocations of the bicycle/pedestrian program funds.

Priority (in no particular order) is given to projects as follows:

1. **Capital Infrastructure**: A minimum of 70 percent (70%) of available program funds during a given programming cycle will be specifically allotted to capital infrastructure investments.

2. **Non-infrastructure**: Up to 30 percent (30%) of available program funds during a given programming cycle may be used for non-infrastructure improvements including program operations, plans, and studies.

3. **Identified in the Countywide Bicycle and Pedestrian Plans**: Priority consideration is given to bicycle and pedestrian projects identified as a countywide priority in Alameda CTC's Countywide Bicycle and Pedestrian Plans.

4. **Regional projects in the Expenditure Plans**: Priority consideration is given to regional projects that are identified in the Transportation Expenditure Plans. This includes projects identified in the Alameda CTC's Measure BB Capital Project Delivery Plan.

5. **Gap Closure**: Priority consideration is given to projects that close gaps in local and countywide bicycle/pedestrian network.

6. **Safety and Connectivity**: Priority consideration is given to projects that improve connections to activity centers, schools, jobs, and transit by addressing and removing known barriers to access and connecting multiple jurisdictions and/or planning areas.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance bicycle and pedestrian access, convenience, safety and usage in Alameda County.

Bicycle and Pedestrian Discretionary Program funds will be available for projects that include, but are not limited to the following:

Capital Infrastructure

- Sidewalks and multi-use paths
- Bikeways and pedestrian facilities
- Crossing improvements (at intersections, interchanges, railroad, freeway)
- Bicycle and pedestrian signals
- Bicycle lockers, racks and parking facilities
- Signage, lighting, railing and other accessibility improvements for bicyclists/pedestrians
- Traffic calming devices
- Bicycle/pedestrian access improvements to and from transit facilitates, and schools
- Gap closure projects that link and build upon the existing bicycle/pedestrian network
- Bicycle/pedestrian components of complete streets and streetscape improvements
- Capital maintenance such as pavement rehabilitation, infrastructure replacement or upgrades that extend or replenish a facility's useful life.

Non-infrastructure

- Bicycle and Pedestrian Master Plans
- Feasibility or scoping only studies for capital projects
- Safe routes to school program operations
- Crossing guard programs
- Safety education, training, enforcement, and promotional programs

INELIGIBLE PROJECTS

- Routine maintenance of roadway facilitates with bicycle/pedestrian infrastructure

- Routine maintenance of multi-use pathways and bike facilities including maintenance staff, trash cleanup, graffiti removal, vegetation removal, small pavement sealing/resurfacing, and lighting repairs.
- Ongoing facility operations (e.g. attended bicycle parking)

OTHER REQUIREMENTS/FUNDING RESTRICTIONS

Measure BB Funds – Completion of Three Major Trails

- Measure BB funds identified ($264 M) for the Completion of Three Major Trails Funds in the 2014 Transportation Expenditure Plan are limited to capital construction and/or capital maintenance projects that enhance the East Bay Greenway from Oakland to Fremont, Bay Trail Gap Closure and Access Projects, and Iron Horse Trail Gap Closure and Access Projects. Priority funding consideration is given to projects that directly enhance the regional bicycle/pedestrian transportation network pertinent to these three trails, and as envisioned and prioritized in the Alameda CTC's Countywide Bicycle and Pedestrian Plans, and other countywide plans.
    - Eligible projects
        - Capital infrastructure projects that address gaps and connectivity issues, safety and accessibility concerns, and capital maintenance needs such as pavement rehabilitation, infrastructure replacement or upgrades that extend or replenish a facility's useful life to and from these three major trails.
    - Ineligible projects
        - Routine maintenance of multi-use pathways and bike facilities including maintenance staff, trash cleanup, graffiti removal, vegetation removal, small pavement sealing/resurfacing, and lighting repairs.
        - Bicycle/pedestrian education, outreach, and promotional programs.

SECTION 4
PROGRAMMING/ALLOCATION GUIDELINES FOR
2014 MEASURE BB
COMMUNITY DEVELOPMENT INVESTMENT PROGRAM

PROGRAM SUMMARY

The Community Development Investment Program (CDIP) will support existing and new transportation infrastructure improvements that will enhance access and provide increased connectivity to and between job centers, schools, transportation facilities, community centers, and residential developments. Investments include capital projects, programs, plans and studies which serve to achieve the objectives of the CDIP, including but not limited to improvements to BART station facilities, bus transfer hubs, bicycle/pedestrian infrastructure, local streets and roads, and transit that facilitate transit-oriented growth.

The 2014 Measure BB funds shall be allocated and expended in accordance with the requirements of the expenditure plans.

FUND SOURCE

2014 Measure BB
Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. The 2014 TEP establishes a total of 4 percent of net sales tax revenue, for the development and implementation of the program. CDIP investments are intended to enhance access and safety around transit stations and hubs, and to support station area development and transit oriented development at the station areas listed in the 2014 TEP.

PROGRAMMING AND ALLOCATION PRIORITIES

The Community Development Investment Program seeks to award projects that advance access and connectivity to transit as identified in the Measure BB expenditure plan. The programming and allocation primary priority shall be towards projects that contribute significantly to furthering community connectivity to transit, schools and job centers. In general, competitive projects are those that enhance connectivity from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Capital Infrastructure**: A minimum of 70 percent (70%) of available program funds in a given programming cycle will be specifically allotted to capital infrastructure investments.

2. **Non-infrastructure**: Up to 30 percent (30%) of available program funds in a given programming cycle may be used for non-infrastructure improvements including program operations, shuttle operations, plans, and studies.

3. **Increase Access and Connectivity:** Priority consideration will be given to projects that significant improve access and connectivity to transit, jobs and schools.

4. **Leveraging Funds**: Projects that demonstrate program sustainability by leverage and secure external funding commitments beyond the minimum matching requirement.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance access and safety around transit stations, hubs, and transit oriented development.

CDIP funds will be available for projects that include, but are not limited to the following:

Capital Infrastructure

- Transit station improvements including plazas, station access, pocket parks, parking facilities
- Local streets and road improvements including streetscape projects associated with high density developments and near transit facilities with sample elements such as pedestrian street lighting, bulb outs, crosswalk and sidewalk improvements, new striping for bicycle lanes and road diets, way finding signage and bus shelters.
- Bicycle and pedestrian improvements including bikeways and bike-transit facilities, bicycle/pedestrian paths and bridges, safe routes to transit, bicycle parking.
- Park-and-ride facility improvements
- Passenger rail station access and capacity improvements
- Development and implementation of transit priority treatments on local roadways
- Equipment and rolling stock such as equipment that is attached to a facility and integral to the benefit of the facility (i.e. EV charging stations)

Non-infrastructure

- Planning studies
- Feasibility or scoping only studies for capital projects
- Transit and shuttle operations
- Transit incentive programs (including fare-based)

- Safety education, training, enforcement, and promotional programs

INELIGIBLE PROJECTS

- Vehicle purchases and vehicle maintenance
- Studies that extend beyond Alameda County other than to establish contributing impacts
- Routine maintenance of capital facilities
- Promotional program giveaways including food, etc.
- Transit and shuttle operations must not directly duplicate existing services, but may enhance services and should be coordinated with existing services and transit operators to the extent feasible.

OTHER REQUIREMENTS

- Shuttle operations will be limited to a maximum award of $500,000 per year, and will require a 75 percent (75%) match.
- Plans and Studies will be limited to a maximum award of $100,000, and will require a 50 percent (50%) match.

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SECTION 5
PROGRAMMING/ALLOCATION GUIDELINES FOR
2000 MEASURE B, 2014 MEASURE BB, AND VEHICLE REGISTRATION FEE
FREIGHT AND ECONOMIC DEVELOPMENT PROGRAM

PROGRAM SUMMARY

The Freight and Economic Development Program includes discretionary funding from the 2014 Measure BB Program, which aims to develop innovative approaches to moving goods in a safe and healthy environment in support of a robust economy.

The 2014 Measure BB funds shall be expended in accordance with the requirements of the expenditure plan.

FUND SOURCES

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. One percent (1%) of the net revenue collected is dedicated to funding improvements that support moving goods in a safe and healthy environment in support of a robust economy as part of the Traffic Relief on Highways Type (Highway Program) included in the 2014 TEP.

Funds will be periodically distributed by Alameda CTC for projects with proven abilities to accomplish the goals listed below:

- Enhance the safe transport of freight by truck or rail in Alameda County, including projects that reduce conflicts between freight movement and other types of transportation
- Improve reduction of greenhouse gas production in the transport of goods
- Mitigate environmental impacts of freight movements on residential neighborhoods
- Enhance coordination between the Port of Oakland, the Oakland Airport, and local jurisdictions for the purposes of improving the efficiency, safety, and environmental impacts of freight operations

PROGRAMMING AND ALLOCATION PRIORITIES

The Freight and Economic Development Program seeks to award projects that advance freight related goals identified in the Countywide Goods Movement Plan and as identified in the 2014 TEP. The programming and allocation primary priority shall be towards projects that contribute significantly to furthering countywide safety and coordination of goods movement. In general, competitive projects are those that enhance safety and connectivity of freight services from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Projects in the Expenditure Plans:** Priority consideration is given to projects that are identified in the Transportation Expenditure Plans. Funding from this category will be done in coordination with the Highway Program in the following section to support related transportation projects and corridor investments, where applicable.

2. **Measure BB Capital Program Delivery Plan:** Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.

3. **Projects aligned with needs established in the Goods Movement Plan**: Priority consideration is given to projects that align with the modal priorities and needs as established in the Countywide Goods Movement Plan.

4. **Reduce conflicts:** Priority consideration is given to projects that reduce conflicts between goods movement, passenger transportation, and local communities, and that improve safety.

5. **Improve goods mobility and economic development:** Priority consideration is given to projects that positively affect truck mobility and accessibility.

6. **Enhance coordination:** Priority consideration is given to projects that mitigate impacts on neighborhoods and enhance coordination between freight distribution centers.

ELIGIBLE PROJECTS

Eligible projects include improvements that accomplish the program's objective to improve mobility and coordination of freight and goods to and from Alameda County. Projects must directly address a specific freight coordination issue or goods movement need.

The Freight and Economic Development program will be available for projects that include, but are not limited to the following:

- Highway interchange improvements that address freight or passenger delays

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- Technology programs that address smart operations and deliveries
- Rail infrastructure capacity improvements on freight rail lines
- Gateway infrastructure improvements
- Impact reduction programs
- Local truck route enhancements
- Goods movement planning support
- Quiet Zone Improvements
- Airport Facilities
- Truck vehicle parking
- Truck/port/freight/operations

INELIGIBLE PROJECTS

- Projects that do not directly benefit or facilitate freight and goods movement in Alameda County.
- Projects that do not meet the goals and objectives of this program.
- Freight related projects funded by Alameda CTC must not have the direct purpose or intent to increase the overall capacity to facilitate the transportation of coal in bulk.

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SECTION 6
PROGRAMMING/ALLOCATION GUIDELINES FOR
2014 MEASURE BB
HIGHWAY PROGRAM

PROGRAM SUMMARY

The Highway Program seeks to implement projects as identified in the Measure BB 2014 Transportation Expenditure Plan (2014 TEP). The expenditure plan identifies specific highway and freight corridors and improvements on I-80, SR-84, I-580, I-680, and I-880 that would address infrastructure gaps and facilitate greater access, congestion relief and goods movement. The 2014 TEP identifies specific projects for each of the highway corridors in the amount of $600M, with an additional one percent (1%) of net revenue or approximately $77M specifically targeted towards improvements that improve goods movement. Projects were based on project readiness, local priority, and the ability to leverage current investment and funds. Alameda CTC aims to prioritize the specific investments that demonstrate an ability to move forward in project implementation and delivery. A number of eligible projects, or candidate projects will be selected for funding based on their contribution to maximizing the connectivity, reliability, and efficiency of the transportation system, while also providing congestion relief and facility improvements.

FUND SOURCES

2014 Measure BB

Measured BB, approved by Alameda County in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 TEP outlines projects and programs that will be funded with the sales tax revenues. The 2014 TEP identifies $600 million for specific highway capital improvements with an additional one percent (1%) of net revenue or approximately $77 million, targeted specifically for the Freight and Economic Development Program that supports goods movement related improvements.

Funds will be periodically distributed by Alameda CTC for projects that will make the existing highway system safer, more efficient, and effective by:

- Removing bottlenecks at interchanges and other hot spots
- Improving efficiency by providing HOV/HOT/Express Lanes and operational improvements, and integrating Intelligent Transportation System (ITS) strategies
- Providing connectivity/accessibility between goods, markets, and employment centers
- Complementing other modes of transportation and integrating complete street features
- Completing gaps in the system
- Improving air quality by reducing pollution and greenhouse gas emissions

The 2014 Measure BB funds shall be expended in accordance with the requirements of the expenditure plan.

PROGRAMMING AND ALLOCATION PRIORITIES

The Highway Program seeks to award projects that improve the safety and efficiency of Alameda County's highway system, as specifically identified in the 2014 TEP. The programming and allocation primary priority shall be towards projects that contribute significantly towards addressing safety, access and infrastructure gaps, while also furthering countywide efficiencies and coordination of goods movement. In general, competitive projects are those that enhance safety and connectivity of freight services from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Projects in the Expenditure Plans:** Priority consideration is given to projects that are identified in the 2014 TEP and earmarked for certain Measure BB amounts. Priority consideration is provided to projects that are specifically named or referenced in the group category and that have already started various project development phases such as scoping, preliminary engineering, design, and environmental.

2. **Improve Safety:** Priority consideration is given to projects that improve safety among vehicles, bicycles and/or pedestrians, on major truck routes, and the safety of maintenance and operational workers.

3. **Measure BB Capital Program Delivery Plan:** Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.

4. **Improve mobility and provide congestion relief:** Priority consideration is given to projects that positively affect transportation mobility and accessibility. This includes the removal of bottlenecks at the interchange locations and other hot spots identified, improving efficiency by providing additional capacity via HOV/HOT/Express and operational improvements, and reducing travel times (peak hour vehicle delays and average vehicle delays).

5. **Enhance Connectivity/Access Improvements**: Priority consideration is given to projects that provide connectivity and accessibility between goods and markets, ports, major businesses and employment centers

6. **System Reliability:** Priority consideration is given to projects that maximize connectivity, and provide congestion relief, gap closures, and contribute to improving environmental conditions i.e. air quality.

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ELIGIBLE PROJECTS

Eligible projects include improvements that accomplish program's objectives to improve efficiency, remove bottlenecks, and increase access on the highway system to and from Alameda County. The Highway Program funds will be available for projects that include, but are not limited to the following:

- Highway projects and corridors identified in the 2014 TEP from the following investment categories:
  - I-80 Improvements
  - I-580 Improvements
  - I-680 Improvements
  - I-880 Improvements
  - I-880 Improvements
  - SR-84 Improvements
- Highway related improvements that provide congestion relief, increase safety, access, and enhances mobility of vehicles and goods movement operations.

INELIGIBLE PROJECTS

- Projects that do not directly benefit transportation in Alameda County.
- Projects that do not have a direct nexus or beneficial impact to the identified highway corridors.
- Projects that do not meet the goals and objectives of this program.
- Freight related projects funded by Alameda CTC must not have the direct purpose or intent to increase the overall capacity to facilitate the transportation of coal in bulk.

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SECTION 7
PROGRAMMING/ALLOCATION GUIDELINES FOR 2000 MEASURE B AND 2014 MEASURE BB PARATRANSIT DISCRETIONARY GRANT PROGRAM

PROGRAM SUMMARY

The Paratransit Discretionary Grant Program includes the discretionary funding from the 2000 Measure B and the 2014 Measure BB paratransit programs as a unified grant program. The 2000 Measure B and 2014 Measure BB funds shall be expended in accordance with the requirements of the guiding expenditure plans.

FUND SOURCES

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that supports multiple projects and programs to improve the County's transportation system. Collections began on April 1, 2002 and will continue through March 30, 2022. The 2000 Measure B Transportation Expenditure Plan (2000 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. A total of 10.45 percent (10.45%) of net MB revenue is directed towards projects intended for seniors and people with disabilities (Paratransit). The 10.45 percent (10.45%) is further split, as follows:

- 9.02 percent (9.02%) of net revenues are Direct Local Distributions (DLDs) to Alameda County cities, County and Transit Operators as follows:
    - 5.63 percent (5.63%) are DLDs directed towards the East Bay Paratransit Consortium (AC Transit and BART) for Americans with Disabilities Act (ADA) mandated paratransit services; and
    - 3.39 percent (3.39 %) are DLDs directed towards Alameda County cities and County for paratransit services based on a funding formula with population and other factors. The formula is recommended by the Alameda CTC's Paratransit Advisory and Planning Committee (PAPCO) and approved by the Commission.
- 1.43 percent (1.43%) of net revenues are distributed on a discretionary basis, based on a funding recommendation by PAPCO and approved by the Commission. Funds in this category includes use for countywide paratransit programs administered by the Alameda CTC.

2014 Measure BB

Measure BB, approved by Alameda County voters in 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects that will be funded with the sales tax revenues. Ten percent (10%) of net revenue collected is dedicated to paratransit projects targeted towards seniors and people with disabilities (Paratransit), as follows:

- Six percent (6%) of net revenue is directed towards the East Bay Paratransit Consortium (AC Transit and BART) for ADA-mandated services.
- Three percent (3%) of net revenue are DLDs directed towards Alameda County cities and County for paratransit services, as follows:
    - A funding formula based on the percentage of the population over age 70 in each of four planning areas; and
    - Funds can be further allocated within each planning area to the individual cities based on a formula recommended by PAPCO and approved by the Commission.
- One percent (1%) of net Measure BB revenues are administered by the Alameda CTC and directed towards coordinating services across jurisdictional lines or filling gaps in the system to meet the mobility needs of seniors and people with disabilities. Funds in this category includes use for countywide paratransit programs administered by the Alameda CTC.

PROGRAM GOALS

Discretionary grant funding will be focused on mobility management types of activities that improve consumers' ability to access services, improve coordination between programs, and/or address gaps in the transportation system. The Program is designed to complement DLD funding which is dedicated to more traditional trip-provision services (e.g. taxi subsidies, door-to-door services, etc.). Mobility management activities aim to:

- Enhance people's travel options and access to services
- Promote awareness and education
- Effectively communicate/disseminate information to the public
- Improve coordination and partnerships
- Address critical gaps in the transportation system for seniors and people with disabilities
- Encourage seniors and people with disabilities who are able to use fixed-route public transit to do so
- Meet needs cost effectively and efficiently

Capital improvements and equipment purchases are also eligible if directly related to the implementation of mobility management and meet other criteria, e.g. transit stop improvements that support improving access to public transit for seniors and/or people with disabilities.

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PROGRAMMING AND ALLOCATION PRIORITIES

Priority (in no particular order) is given to projects as follows:

1. **Identified in a Countywide or Regional Plan or Assessment:** Identified as a countywide and/or regional priority in a relevant plan or needs assessment such as the Alameda Countywide Transit Plan, Assessment of Mobility Needs of People with Disabilities and Seniors in Alameda County (Alameda County Needs Assessment), MTC Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) or other relevant countywide or regional plan or needs assessment.
2. **Multi-jurisdictional Projects:** Identified projects that provide service across jurisdictional boundaries.
3. **Projects that provide critical, same-day accessible transportation service throughout Alameda County.**
4. **Other priorities** as recommended by PAPCO: PAPCO may periodically recommend other Program funding priorities.

ELIGIBLE PROJECTS

- **Mobility Management Type Programs**
  - Travel training
  - Trip planning assistance to improve access
  - One-Call/One-Click type programs
  - Volunteer driver programs
  - Coordination of service provision at the planning area level or countywide (separate from the cost of traditional trip provision, e.g. the administration costs for a planning area-wide program)
  - Transportation programs that fill unique and/or critical needs and gaps that are not filled through traditional trip-provision models

- **Capital Projects/Procurement**
  - Capital improvements and equipment purchases are eligible if directly related to the implementation of a project within an eligible category, including but not limited to:
    - Transit stop improvements that support improving access to public transit for seniors and/or people with disabilities
    - Accessible vehicle and equipment purchase
    - Capital projects to improve accessibility at shuttle stops.

This funding is not intended for ADA-mandated or City-based services that would traditionally be funded through DLD allocations. Sponsors are encouraged to submit programs that will benefit more than one city or otherwise illustrate advancement of coordination and mobility management goals.

Eligible projects must conform to the Commission-adopted *Implementation Guidelines for Paratransit Programs funded through Measure B and Measure BB*.

Refer to the *Implementation Guidelines for Paratransit Programs* for detailed eligibility requirements and service descriptions here: http://www.alamedactc.org/app_pages/view/19025.

INELIGIBLE PROJECTS

- Projects that do not conform to the Commission-adopted *Implementation Guidelines for Paratransit Programs funded through Measure B and Measure BB*.
- Capital projects, programs, maintenance, or operations that do not directly improve paratransit services.
- Using Program funds to replace/supplant other secured funding.

EVALUATION FRAMEWORK

PAPCO has historically supported projects and programs that:

- Demonstrate effectiveness at meeting mobility management goals
- Project sufficient demand for the program/service/project
- Are ready for implementation
- Provide service across jurisdictional boundaries
- Demonstrate coordination and collaboration with other service providers in their planning area
- Are effective, according to adopted performance measures and past performance (where applicable) or projected performance supported by substantive evidence of potential for success
- Are cost effective
- Leverage funds (including DLD reserves)
- Have been identified as a priority in relevant countywide or regional plans or needs assessments such as the Alameda Countywide Transit Plan, the Alameda County Needs Assessment, or the Coordinated Plan
- Support equitable distribution of resources throughout the County

PROGRAM REQUIREMENTS

Applicants should review requirements in the full CIP guidelines.

Maximum Grant Size

The maximum grant size is $500,000; there is no minimum grant size.

Minimum Matching Requirements

Minimum Matching requirements for applicants are as follows:

- Programs: 12% local match for DLD recipients, and 5% for non-DLD recipients.
- Plans and Studies: 50% local match
- Shuttle and transit operations: 50% local match
- “In-kind” costs are not eligible.

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- Matching funds must be expended concurrently and proportionally to the Alameda CTC's administered funds allocated to the phase for the project.
- DLD recipients must demonstrate a commitment to using their DLD reserves and new Measure BB DLD funds.
- Matching funds contributed to a project beyond the minimum required level may increase the competitiveness of the application.

Letter(s) of Support

All applicants must work in coordination with other service providers in their planning area. To demonstrate this support:

- Applicants must describe how they are coordinating with local jurisdictions, transit agencies, and non-profit organizations to fill service gaps and complement existing services.
- Non-profit organizations are required to provide a letter(s) of support from a local agency and/or transit provider to confirm service coordination and project support.
- All applicants are encouraged to provide letters from partners to demonstrate community support and coordination.

To establish partnerships, contact information for Measure B and Measure BB recipients of paratransit Direct Local Distribution (DLD) funds can be accessed at http://accessalameda.org/category/cities/.

Monitoring and Performance Measures

- Progress reports will be required every six (6) months illustrating program/project progress and funds spent.
- Applicants must identify program/project goals, deliverables, and performance measures that will be reported on in these progress reports.

RESOURCES

Resources for the 2020 CIP call for project nominations, including a link to the online application can be accessed from the Alameda CTC's website at: http://www.alamedactc.org/app_pages/view/19025.

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SECTION 8
PROGRAMMING/ALLOCATION GUIDELINES FOR
2014 MEASURE BB AND VEHICLE REGISTRATION FEE
TECHNOLOGY, INNOVATION, AND DEVELOPMENT PROGRAM

PROGRAM SUMMARY

The Technology, Innovation, and Development Program includes the discretionary funding primarily from the 2014 Measure BB. However, funds identified for the Vehicle Registration Fee (VRF) Local Technology Program may be made available upon availability, at the discretion of the Alameda CTC, to meet the overall goals of the Technology, Innovation, and Development Program. Projects funded through the program shall support innovative development and application of technologies that enhance the performance of a multimodal transportation system.

The 2014 Measure BB and VRF funds shall be allocated and expended in accordance with the requirements of their respective expenditure plans.

FUND SOURCES

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects that will be funded with the sales tax revenues. One percent (1%) of the net revenue collected is dedicated to funding innovative approaches to meet the County's transportation vision, emphasizing the use of new and emerging technologies to better manage the transportation system. Successful models will receive the first priority for funding from this category.

Funds will be distributed periodically by Alameda CTC for projects with proven abilities to accomplish the goals listed below:

- Increase utilization of non-auto types of transportation or to increase the occupancy of autos with the goal of reducing congestion, air pollution, and greenhouse gas production.
- Reduce transportation-related greenhouse gases through the utilization of a cleaner vehicle fleet including alternative fuels and/or locally produced energy.
- Use demand management strategies designed to reduce congestion, increase use of non-auto transportation, manage existing infrastructure and reduce greenhouse gas emissions.
- Inform consumers of their transportation choices and improve the efficiency or effectiveness of the county's transportation system.

- Manage parking supply to improve availability and utilization, and to reduce congestion and greenhouse gas production.
- Support environmental mitigation for transportation projects including land banking.

Grant awards will emphasize demonstrations or pilot projects which can leverage other funds.

Vehicle Registration Fee

Measure F, approved by Alameda County in November 2010, authorizes a ten dollar ($10) per year vehicle registration fee. Collections for the VRF Program began in May 2011. The Measure F Transportation Expenditure Plan outlines projects that will be funded with VRF receipts. The goal of the VRF program is to support transportation investments that maintain and improve the County's transportation network and promotes the reduction of vehicle-related emissions through congestion relief, alternative transportation, or innovative transportation strategies.

Five percent (5%) of net VRF funds are dedicated to the VRF Local Transportation Technology Program. This program aims to improve the performance of road, transit, pedestrian and bicyclist technology applications, and would accommodate emerging vehicle technologies such as electric and plug-in-hybrid vehicles. On January 23, 2014, the Alameda CTC adopted a VRF Local Transportation Technology Program Policy to direct the administration of the Local Transportation Technology Program as a Direct Local Distribution (DLD) program to the Alameda CTC. The goal of this policy is to create a reliable source of funding to support ongoing operational requirements and cost incurred by the Alameda CTC for technology related capital investments that benefit traffic corridors in Alameda County such as the "Smart Corridors Program" and other significant countywide technology programs implemented by the Alameda CTC.

PROGRAMMING AND ALLOCATION PRIORITIES

The Technology, Innovation, and Development Program seeks to award projects that contribute significantly to furthering countywide technological advancement and innovation related enhancing the transportation system through new and emerging research, assets, capital investments, applications, and technological based transportation strategies. In general, competitive projects are those that serve more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Capital Infrastructure**: A minimum of 70 percent (70%) of available program funds in a given programming cycle will be specifically allotted to capital projects for infrastructure investments.

2. **Non-infrastructure**: Up to 30 percent (30%) of available program funds in a given programming cycle may be used for non-infrastructure improvements program operations, shuttle operations, plans, and studies.

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3. **New and Innovative Approaches**: Priority consideration is given to projects and programs that employ "out-of-the box" approaches to improving the transportation infrastructure and transit services.

4. **Regional projects in the Expenditure Plans**: Priority consideration is given to regional projects that are identified in the transportation expenditure plans. Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.

5. **Increase transit access and ridership**: Priority consideration is given to projects and programs that promote access, use, and connectivity to the transit system and services in Alameda County and throughout the region, by identifying mobility-enhancing practices and technologies that promote multi-modal connectivity, provide transportation options, and improve the transit user's experience.

6. **Asset Innovation and Management**: Priority consideration is given to projects and programs ("projects") that identify innovative and sustainable use of transit vehicles, transit operations, and services including the employment of new technologies or technology-based strategies and partnerships.

7. **Enhance Efficiency of moving people and goods**: Priority consideration is given to projects that create greater mobility and reliability of the transportation system through the application of innovative technologies and practices that create sustainable movement of people and goods that increase economic vitality for the county.

8. **Increase in Safety**: Priority consideration is given to projects that increase safety of the transportation system through safety-enhancing practices, technologies, and programs.

ELIGIBLE PROJECTS

Eligible projects include planning, development, implementation, and maintenance of technology that will best serve Alameda County's transportation goals

Technology, Innovation, and Development Program funds will be available for projects that include, but are not limited to the following:

- Development, installation, operations, monitoring and maintenance of local street and arterial transportation management technology such as the "Smart Corridors Program", traffic signal interconnection, transit and emergency vehicle priority, advanced traffic management systems and advanced traveler information systems
- Infrastructure for alternative vehicle fuels such as electric and plug-in-hybrid vehicle stations

- New or emerging transportation technologies that provide congestion or pollution mitigation
- Technology implementation to improve freight system infrastructure, reliability, and/or to reduce community or environmental impacts related to freight improvements.
- Advanced signal technology for walking and bicycling
- Traveler information systems
- Advanced safety systems including infrastructure improvements that support vehicle-to-vehicle and vehicle-to-infrastructure communication, technologies associated with autonomous vehicles, and other collision avoidance technologies
- Mobile applications that facilitates greater transportation access, car sharing, and user ability (enhanced information availability, connectivity to transit, user experience).
- Advanced public transportation technologies that assist public transportation operators or other shared mobility entities in managing and optimizing public transportation and mobility services. This includes remote fleet monitoring systems, coordinated communication systems, and applications that support transit connectivity, data collection, information sharing, and mobility sharing.

INELIGIBLE PROJECTS

- Projects that do not directly benefit or are inaccessible to the public.
- Projects that do not meet the goals and objectives of this program.
- Freight related projects funded by Alameda CTC must not have the direct purpose or intent to increase the overall system capacity to facilitate the transportation of coal in bulk, pursuant to Government Code Section 14525.3.

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SECTION 9
PROGRAMMING/ALLOCATION GUIDELINES FOR
2000 MEASURE B, 2014 MEASURE BB, AND VEHICLE REGISTRATION FEE
TRANSIT PROGRAM

PROGRAM SUMMARY

The Transit Program includes the combined discretionary funding from the 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee (VRF) Express Bus and Transit. This program aims to support create, expand and enhance access to transit through capital infrastructure investments, service operations, and innovative transit projects. The 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee funds shall be expended in accordance with the requirements of their respective expenditure plans.

FUND SOURCES

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that that supports multiple investments to improve the County's transportation system. Collections began in April 1, 2002 and will continue through March 30, 2022. The 2000 Measure B Transportation Expenditure Plan (2000 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. 0.7 percent (0.7%) of the net revenue collected is dedicated to express bus service projects. The goal of the Express Bus Grant Program is to create, expand, and enhance express bus services, focusing on projects with countywide significance. Measure B funds will be available to fund eligible AC Transit and LAVTA projects only.

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects ("projects") that will be funded with the sales tax revenues. 2.24 percent (2.24%) of the net revenue collected is dedicated to funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this funding category.

Vehicle Registration Fee

Measure F, approved by Alameda County voters in November 2010, authorizes a ten dollar ($10) per year vehicle registration fee. Collections for the VRF Program began in May 2011. The Measure F Transportation Expenditure Plan outlines projects that will be funded with VRF receipts. The goal of

the VRF program is to support transportation investments that maintain and improve the County's transportation network and promote the reduction of vehicle-related emissions through congestion relief, alternative transportation, or innovative transportation strategies. Twenty-five percent (25%) of the VRF funds are dedicated to the VRF Transit for Congestion Relief Program. The goal of the program is to make it easier for drivers to use public transportation, make the existing transportation system more efficient and effective, improve access to schools and jobs, decrease automobile usage and air pollution, and to provide countywide congestion relief.

PROGRAMMING AND ALLOCATION PRIORITIES

The Transit Program seeks to award projects that advance transit related goals identified in the Countywide Transit Plan and as identified in the Measure B, Measure BB, and VRF expenditure plans. The programming and allocation primary priority shall be towards projects that contribute significantly to furthering countywide access to and expansion of transit services. In general, competitive projects are those that serve residents from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Capital Infrastructure**: A minimum of 70 percent (70%) of available program funds in a given programming cycle will be specifically allotted to capital infrastructure investments.

2. **Non-infrastructure**: Up to 30 percent (30%) of available program funds in a given programming cycle may be used for non-infrastructure improvements including program operations, shuttle operations, plans, and studies.

3. **Increase transit access and ridership**: Priority consideration is given to transit projects that promote access, use, and connectivity to transit services and the transit system in Alameda County and throughout the region.

4. **Regional projects in the Expenditure Plans**: Priority consideration is given to regional projects that are identified in the expenditure plans and Countywide Transit Plans (CTP).

5. **Projects aligned with needs established within the Transit Plan**: Priority consideration is given to projects that align with the goals and investment priorities within the Alameda CTC's Transit Plan or similar long-range planning studies.

6. **Reliability of Service Operations**: Priority consideration is given to projects that address regionally significant transit issues and maintain and improve reliability, frequency, and cost effectiveness of operational services.

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7. **Express Bus Services**: Priority consideration is given to Express Bus Services that have countywide significance. In general, projects must service residents from more than one specific area or jurisdiction in Alameda County, or demonstrate how more than one area is served as a result of transit connections that go beyond one planning area.
   Express Bus Service is defined as either:
   a. Service within zones with a defined pick-up area, nonstop express bus service, and a defined drop-off zone, or
   b. Service that provides a simple route layout, has frequent service and fewer stops than regular fixed route service, and may include level boarding, bus priority at traffic signals, signature identification of rapid bus such as color coded buses, stops, and enhanced stations.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance transit access, convenience, and service operations in Alameda County. Alameda CTC's evaluation process will consider the balance of all project types, and prioritize improvements relative to each other (i.e. capital projects to capital projects, operations to operations, study to study), as feasible and practical.

Transit Program funds will be available for projects that include, but are not limited to the following:

- Transit service expansion and preservation to provide congestion relief, such as express bus service in a congested area
- Development and implementation of transit priority treatments on local roadways
- Student transit pass programs identified through the affordable student transit program with models benefiting junior and high school youth riders
- Investments to improve the speed and reliability of transit operations
- Park-and-ride facility improvements
- Increased usage of clean transit vehicles
- Increased usage of low-floor transit vehicles
- Passenger rail station access and capacity improvements
- Routine bus maintenance
- Feasibility or scoping only studies for capital projects
- Safe routes to school operations
- Safety education, enforcement, and promotional programs
- Transit incentive programs (including fare-based)
- Express Bus Services including capital expenses and operations. Ongoing funding for express bus service operations is limited to transit operations that would otherwise be eliminated or encounter service cuts due to severe budget shortfalls.

INELIGIBLE PROJECTS

- Routine bus maintenance

- Funding to replace funds for existing ongoing programs or transit operations
- Transit and shuttle operations must not directly duplicate existing services, but may enhance services and should be coordinated with existing services and transit operators to the extent feasible.

OTHER REQUIREMENTS

- Ongoing funding service operations is limited to operations that would otherwise be eliminated or encounter service cuts due to severe budget shortfalls.

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SECTION 10
PROGRAMMING/ALLOCATION GUIDELINES FOR
2000 MEASURE B
TRANSIT CENTER DEVELOPMENT PROGRAM

PROGRAM SUMMARY

The Transit Center Development Program (TCD) aims to support create, expand and enhance access to transit through capital infrastructure investments, service operations, and innovative transit projects.

Transit Center Developments refers to priority development areas (PDAs), transit villages, or transit oriented designs, a mixed-use residential or commercial area designed to maximize access to public transportation. The California Department of Transportation defines TCD or Transit Oriented Development (TOD) as "moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitates transit use." The 2000 Measure B funds shall be expended in accordance with the requirements of the expenditure plan.

FUND SOURCE

2000 Measure B
Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that that supports multiple projects to improve the County's transportation system. Collections began in April 1, 2002 and will continue through March 30, 2022. The 2000 Measure B Transportation Expenditure Plan (2000 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. Approximately 0.19 percent (0.19%) of the net revenue collected is dedicated to the TCD Program. The goal of the TCD Program is to encourage transportation development near transit centers to facilitate and support the growth of transit oriented developments.

PROGRAMMING AND ALLOCATION PRIORITIES

The TCD Program seeks to award projects that advance TOD projects, and as identified in the 2000 TEP. The programming and allocation primary priority shall be towards projects that contribute significantly to facilitating residential and retail development near transit centers, and PDAs. In general, competitive projects are those that serve residents from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Support for Transit Oriented Developments or Priority Development Areas**: Priority consideration is given to activities that promote access, use and connectivity of transportation infrastructure that provides direct access to mixed use developments and housing near major transit facilitates in Alameda County.

2. **Consistent with the Expenditure Plan**: Priority consideration is given to projects that encourage the development of transit centers per the expenditure plan.

3. **Technical Assistance Program**: Priority consideration is given to a technical assistance program administered by the Alameda CTC, known as the Sustainable Communities Technical Assistance Program (SC-TAP), which supports jurisdictions in their technical planning efforts to complete studies and plans in a variety of topics that help advance TOD projects.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance the development of transit centers and transit oriented communities in Alameda County. The program goal is to fund projects that will best serve the County. Alameda CTC's evaluation process will consider the balance of all project types, and prioritize improvements relative to each other (i.e. capital projects to capital projects, operations to operations, study to study), as feasible and practical.

TCD Program funds will be available for projects that include, but are not limited to the following:

- Capital infrastructure projects that support access to and from transit villages
- PDA planning and implementation of projects
- Studies and plans, including technical assistance programs that address multimodal access and complete streets implementation, streetscape and urban design work, and implementation of transit communities, priority development areas, and the associated components
- Consultant services (through a technical assistance program) to complete specific planning, environmental review, and project development tasks

INELIGIBLE PROJECTS

- Project activities that do not support the development or implementation of transit oriented developments or to priority development areas

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SECTION 11
PROGRAMMING/ALLOCATION GUIDELINES FOR
TRANSPORTATION FUND FOR CLEAN AIR (TFCA)
COUNTY PROGRAM MANAGER FUND PROGRAM

PROGRAM SUMMARY

The Transportation Fund for Clean Air (TFCA) County Program Manager (CPM) Fund is funding made available by the Bay Area Air Quality Management District (Air District) from revenue that is generated by a regional four dollar vehicle registration fee. TFCA funded projects are to result in the reduction of motor vehicle emissions and achieve "surplus" emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, signal timing and vehicle trip reduction programs.

As the designated TFCA CPM for Alameda County, the Alameda CTC is responsible for programming 40 percent (40%) of the four dollar ($4) vehicle registration fee that is collected in Alameda County for this program. TFCA funds shall be expended in accordance with the requirements of the Air District's current TFCA CPM Policies, the Air District's adopted county expenditure plans and the provisions set forth in the annual TFCA CPM Master Funding Agreement between the Alameda CTC and the Air District.

FUND SOURCE

Transportation Fund for Clean Air
Pursuant to the 1988 California Clean Air Act, the Air District is required to periodically adopt a Clean Air Plan (CAP), which describes how the region will work toward compliance with State and federal ambient air quality standards and make progress on climate protection. To reduce emissions from motor vehicles, the CAP includes transportation control measures (TCMs) and mobile source measures (MSMs). A TCM is defined as any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions. MSMs encourage the retirement of older, more polluting vehicles and the introduction of newer, less polluting motor vehicle technologies.

To fund the implementation of TCMs and MSMs, the State Legislature, through AB 434 (Sher; Statutes of 1991) and AB 414 (Sher, Statutes of 1995), authorized the Air District to collect a fee of up to four dollars ($4) per vehicle per year, for reducing air pollution from motor vehicles and for related planning and programs. This legislation requires the Air District to allocate 40 percent (40%) of the revenue to an overall program manager in each county. The overall program manager must

be designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population.

AB 414 references the trip reduction requirements in the Congestion Management Program (CMP) legislation and states that Congestion Management Agencies (CMAs) in the Bay Area that are designated as AB 434 program managers "shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of this chapter (the CMP Statute)." The Air District has interpreted this language to allow a wide variety of transportation control measures as now eligible for funding by program managers, including an expansion of eligible transit, rail and ferry projects.

AB 414 also adds a requirement that designated county program managers adopt criteria for the expenditure of the county subventions and to review the expenditure of the funds. The content of the criteria and the review were not specified in the bill. However, the Air District has specified that any criteria used by a Program Manager must allocate TFCA funding to projects that are: 1) eligible under the law, 2) reduce motor vehicle emissions, 3) implement the relevant TCMs and/or MSMs in the Air District's most recently approved CAP , and 4) are not planning or technical studies.

PROGRAMMING AND ALLOCATION PRIORITIES

The Air District annually adopts policies for the TFCA CPM Fund. The current Air District TFCA CPM Policies further define eligible projects and establish criteria for calculating emissions reductions (i.e., TFCA cost-effectiveness). Projects that are authorized by HSC Section 44241 and achieve TFCA cost-effectiveness, but do not fully meet the Air District's current TFCA CPM policies are subject to Air District approval on a case-by-case basis.

Only projects that result in the reduction of motor vehicle emissions are eligible for TFCA funding. Projects must achieve surplus emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations at the time of the execution of a project-specific fund transfer agreement between the Alameda CTC and the Project Sponsor.

General Program Structure

As the designated CPM for Alameda County, the Alameda CTC is allocated 40 percent (40%) of the funds collected in Alameda County for this program. The Air District will advance these funds to the Alameda CTC in semi-annual installments each fiscal year. The Alameda CTC must fully program the TFCA revenue received each year within the Air District's allowable time period. Any unallocated funds may be reallocated by the Air District. The Alameda CTC will prepare an annual TFCA CPM Fund Estimate, as follows:

- A maximum of 6.25 percent (6.25%) of the annual revenue will be used directly by the Alameda CTC for program implementation and administration.
- The remaining 93.75 percent (93.75%) of funds will be distributed as follows:

- 70 percent (70%) of funds will be segregated into population-based shares for the cities and County:
  - A minimum of $10,000 to each jurisdiction.
  - City population will be updated annually based on the State Department of Finance (DOF) estimates.
  - The Alameda CTC may choose to roll over a city or the county's annual 70 percent (70%) allocation for programming in a future year.
  - The Alameda CTC may also borrow against the rolled over allocations in order to program all available revenues.
  - Unused funds from cancelled or completed projects are returned to the Project Sponsor's share of the fund estimate and are available for reprogramming in a future cycle.
  - The Alameda CTC may also program against future TFCA revenue for projects that are larger than the annual funds available.
- The remaining 30 percent (30%) of funds are to be programmed to transit-related projects on a discretionary basis:
  - Projects competing for the 30 percent (30%) discretionary funds will be evaluated based on the total emissions reductions projected as a result of the project.
  - Project prioritization may consider the TFCA cost-effectiveness evaluation, the emissions reductions per total project dollar invested for the project and the matching funds provided by the Project Sponsor.
  - Unused funds from cancelled or completed transit discretionary projects are returned to the 30 percent (30%) share of the fund estimate for reprogramming in a future cycle.
  - The Alameda CTC may also program against future TFCA revenue for transit-related projects that are larger than the annual funds available.

ELIGIBLE PROJECTS

Consistent with the project types authorized under the California Health and Safety Code (HSC) Section 44241, projects eligible for TFCA funds include:

- Implementation of rideshare programs;
- Purchase or lease of clean fuel buses for school districts and transit operators;
- Provision of local feeder bus or shuttle service to rail and ferry stations and to airports;
- Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets";
- Implementation of rail-bus integration and regional transit information systems;
- Implementation of demonstration projects in telecommuting and in congestion pricing of highways, bridges and public transit;

- Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to engine repowers (subject to Air District approval on a case-by-case basis), engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations;
- Implementation of smoking vehicles program;
- Implementation of an automobile buy-back scrappage program operated by a governmental agency;
- Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program; and
- Design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

INELIGIBLE PROJECTS

TFCA funds may not be used for:

- Planning activities that are not directly related to the implementation of a specific project;
- Routine maintenance;
- The purchase of personal computing equipment for an individual's home use;
- Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively for the grantee's employees; or
- Costs of developing TFCA grant applications.

OTHER REQUIREMENTS

TFCA Cost Effectiveness

The Air District requires the evaluation of projects proposed for and completed with TFCA funding for TFCA cost-effectiveness. The Alameda CTC will measure cost-effectiveness based on the ratio of the TFCA cost divided by the sum total tons of emissions (reactive organic gases (ROG), oxides of nitrogen (NOx), and weighted particulate matter ten microns in diameter and smaller "PM10") that are estimated to be reduced by the project. For the purpose of calculating the TFCA cost-effectiveness, the TFCA project cost is the sum of the requested TFCA CPM Funds and any secured TFCA Regional Funds. Air District-generated forms are used to calculate a cost effectiveness result of $ TFCA/ton. The Alameda CTC will only approve projects with a TFCA cost effectiveness, on an individual project basis, that is equal to or less than either: 1) the standard threshold of $90,000 of TFCA funds per ton of total ROG, NOx and weighted PM10 emissions reduced ($/ton), or 2) another threshold as identified in the current Air District TFCA CPM Policies for the project type. Project Sponsors are required to provide the Alameda CTC with the data necessary to evaluate projects for TFCA cost-effectiveness. This may include, but is not

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limited to, transit ridership, bicycle counts, verifiable survey data, vehicle data and results from comparable projects.

Attributes of Cost-Effective TFCA Projects

The following list includes the project attributes typically associated with successful candidate projects for TFCA funding:

- Project purchases or provides service using best available technology or cleanest vehicle (e.g., achieves significant petroleum reduction, utilizes vehicles that have 2010 and newer engines, is not a Family Emission Limit (FEL) engine, and/or have zero tailpipe emissions).
- Project is delivered or placed into service within one year and/or significantly in advance of regulatory changes (e.g., lower engine emission standards.).
- Project requests relatively low amount of TFCA funds; Grantee provides significant matching funds.
- Project is associated with a multi-modal transit center, supports high-density mixed-use development or communities.
- For vehicle trip reduction projects (e.g., bike facilities, shuttle/feeder bus service and ridesharing projects):
    - Project provides service to relatively large percent of riders/participants that otherwise would have driven alone over a long distance.
    - Project provides "first and last mile" connection to between employers and transit.
    - Service travels relatively short distances between start and end point/ and has relatively low mileage and a minimal amount of non-service miles. Shuttle operates on a route (service and non-service miles) that is relatively short in distance.
- For vehicle-based projects:
    - Vehicle has high operational use, annual mileage, and/or fuel consumption (e.g., taxis, transit fleets, and utility vehicles).
- For arterial management and smart growth projects:
    - Pre- and post-project counts demonstrate high usage and a potential to affect mode or behavior shift that reduces emissions.
    - Project demonstrates a strong potential to reduce motor vehicle trips by significantly improving mobility via walking, bicycling, and improving transit.
    - Project is located along high volume transit corridors and/or is near major activity centers such as schools, transit centers, civic or retail centers.

TFCA Expenditure Period

TFCA funding is subject to a TFCA expenditure period. In general, the Air District TFCA CPM Policies allow for a two-year expenditure period unless a longer expenditure period is established at the time of programming. For projects that provide a service, such as ridesharing

programs and shuttle/feeder bus projects, the TFCA grant period is limited to not more than two (2) years for operations, except for bike share (Bay Area Bike Share) projects, which have a TFCA grant period of up to five (5) years. To receive TFCA funding in subsequent funding cycles, all operations projects must be re-evaluated for TFCA cost effectiveness based on the most current project data. The Alameda CTC may approve no more than two one-year extensions to the TFCA expenditure period. Subsequent extensions are granted on a case-by-case basis by the Air District.

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SECTION 12
PROGRAMMING/ALLOCATION GUIDELINES FOR
STP/CMAQ FUNDS
ONE BAY AREA GRANT (OBAG) CYCLE 2 PROGRAM

PROGRAM SUMMARY

The One Bay Area Grant Program Cycle 2 (OBAG 2) is the second round of the federal funding program designed to support the implementation of Plan Bay Area, the region's first Sustainable Communities Strategy (SCS). OBAG 2 covers the five-year period from FY 2017-18 to FY 2021-22.

The OBAG 2 program continues to integrate the region's federal transportation program with California's climate statutes and the SCS, and contributes to the implementation of the goals and objectives of the Regional Transportation Plan. Overall, the OBAG 2 Program goals include:

- Support the SCS by linking transportation dollars to land use decisions,
- Target transportation investments to support Priority Development Areas (PDAs), and
- Select transportation projects for funding based on Alameda County's PDA Investment and Growth Strategy.

MTC's Resolution 4202 (December 2016), the OBAG 2 project selection criteria and programming policy, identifies revenue estimates, project categories, and general and county programming policies and deadlines.

FUND SOURCES

OBAG 2 funding is based on anticipated future federal transportation program apportionments of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funding from the recently passed Fixing America's Surface Transportation (FAST) Act and its predecessor, Moving Ahead for Progress in the 21st Century (MAP-21) Act. The STP and CMAQ programs are the primary federal funding sources distributed to regions for transportation and can fund a variety of project types, including public transit, bicycle and pedestrian and local road and highway projects.

PROGRAMMING AND ALLOCATION PRIORITIES

As established in MTC Resolution 4202, OBAG 2 covers the five-year period from FY 2017-18 to FY 2021-22. At least 70 percent (70%) of OBAG 2 funds is to be programmed towards eligible PDA supportive Transportation Investment Projects. The purpose of PDA supportive transportation investments is to support community based transportation projects that promote new vibrancy to downtown areas, commercial cores, high density neighborhoods, and transit corridors, enhancing

their amenities and ambiance and making them places where people want to live, work and visit. This category supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes.

ELIGIBLE PROJECTS

OBAG 2 will be available for projects and programs that include, but are not limited to the following:

- Planning and Outreach Activities
- Local Streets and Roads Preservation
- Bicycle and Pedestrian Improvements
- Transportation for Livable Communities
- Safe Routes to School
- Priority Conservation Areas
- Federal Aid Secondary (FAS) Improvements

OTHER REQUIREMENTS

MTC Program Requirements

MTC's Resolution 4202 (December 2016) (http://mtc.ca.gov/sites/default/files/RES-4202_approved_1.pdf) include:

- OBAG 2 funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606, or its successor) including the deadlines for Request for Authorization (RFA) submittal and federal authorization/obligation.
- At least half of the OBAG 2 funds must be obligated (federal authorization/FTA transfer) by January 31, 2020. All remaining OBAG 2 funds must be obligated by January 31, 2023.
- In general, capacity in the first year is to be prioritized for on-going activities such as CMA planning, non-infrastructure projects and the Preliminary Engineering (PE) phase of projects, followed by the capital phases of projects in later years.

Alameda CTC Program Requirements

In addition to conforming to the Alameda County OBAG 2 Programming Guidelines (2018 CIP Appendix J, Section 12), the project evaluation and program development for OBAG 2 conforms to the following:

- Alameda CTC's 2018 CIP Programming Principles (2018 CIP Appendix J, Section 1),
- Overall CIP and OBAG-specific evaluation criteria (2018 CIP Appendix J, Section 1),
- Alameda County OBAG 2 Principles (July 2016) (http://www.alamedactc.org/files/managed/Document/19310/6.6_Combo.pdf) and
- Alameda CTC's PDA Investment and Growth Strategy (update scheduled for May 2017) (http://www.alamedactc.org/app_pages/view/10385)

Additional information related to the programming of OBAG 2 funds, including PDA maps, is available on the Alameda CTC website: http://www.alamedactc.org/app_pages/view/19025.

SECTION 13
PROGRAMMING/ALLOCATION GUIDELINES FOR
STATE TRANSIT ASSISTANCE
PROGRAM

PROGRAM SUMMARY

State Transit Assistance (STA) funds are generated by the sales tax on diesel fuel, and the amount of money available for transit agencies varies from year to year based on the ups and downs of diesel prices. The State splits the STA program into two components:

Population-based funds: Metropolitan Transportation Commission receives STA based on our share of the population. The use of these funds is governed by MTC Resolution 4321 which established a STA County Block Grant Program whereby the nine Bay Area Congestion Management Agencies determine how to invest the funds in public transit services/projects.

Link to MTC Resolution 4321: https://mtc.ca.gov/sites/default/files/MTC_ResNo_4321_STA_Pop-Based_Funds.pdf

Operators have full discretion over the use of TDA and most of STA apportioned to them. Funds may be used by transit operators for both capital projects and transit operations. For most smaller transit agencies, TDA and STA are their main sources of operating funds.

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SECTION 14
PROGRAMMING/ALLOCATION GUIDELINES FOR
STATE TRANSPORTATION IMPROVEMENT PROGRAM

PROGRAM SUMMARY

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP is composed of two sub-elements: 75 percent of STIP funds go toward the Regional Transportation Improvement Program (RTIP) and 25 percent go to the Interregional Transportation Improvement Program (ITIP).

Alameda CTC adopts and forwards a program of RTIP projects to the Metropolitan Transportation Commission (MTC) for each STIP cycle. As the Regional Transportation Planning Agency for the nine-county Bay Area, MTC is responsible for developing the regional priorities for the RTIP. MTC approves the region's RTIP and submits it to the California Transportation Commission for inclusion in the STIP. The California Department of Transportation is responsible for developing the ITIP.

Principles for the Development of the Alameda County 2018 STIP Project List
(Previously approved October 26, 2017)

- It is anticipated that any new funding programmed in the 2018 STIP will be made available in FYs 2021/22 and 2022/23.
- Previously-approved commitments for STIP programming, included in the attached list, will be considered during the development of the 2018 STIP project list.
- Sponsors of currently programmed projects will be required to provide updated project scope, status, schedule, cost and funding information.
- Any project considered for funding must be consistent with the Countywide Transportation Plan and satisfy all STIP programming requirements.
- Projects recommended for STIP funding must demonstrate readiness to meet applicable STIP programming, allocation and delivery requirements and deadlines.
- Consideration of the following are proposed for the required project prioritization for the development of the 2018 STIP project list:
    - The principles and objectives set forth in the Alameda CTC Comprehensive Investment Plan;
    - Previous commitments for STIP programming approved by the Alameda CTC;
    - Projects that can leverage funds from other SB1 programs
    - The degree to which a proposed project, or other activity intended to be funded by transportation funding programmed by the Alameda CTC, achieves or

advances the goals and objectives included in the Countywide Transportation Plan;

- The degree to which a proposed project has viable project implementation strategies that are based on current project-specific project delivery information provided by applicants, including:
  - Readiness for the current/requested project delivery phase;
  - The status of environmental clearance;
  - The project cost/funding plan by phase;
  - The potential for phasing of initial segment(s) which are fully-funded and provide independent benefit; and
  - Potential impediments, i.e. risks, to successful project implementation in accordance with the proposed project delivery schedule.

Additional information related to the programming of the State Transportation Improvement Program is available on the Alameda CTC website: http://www.alamedactc.org/app_pages/view/19025.

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SECTION 15
PROGRAMMING/ALLOCATION GUIDELINES FOR
REGIONAL MEASURE 3 PROGRAM

PROGRAM SUMMARY

To help solve the Bay Area's growing congestion problems, the Metropolitan Transportation Commission (MTC) worked with the state Legislature to authorize a ballot measure that would finance a comprehensive suite of highway and transit improvements through an increase tolls on the region's seven state-owned toll bridges. Senate Bill 595 (authored by Sen. Jim Beall of San Jose) was passed by the Legislature and signed into law by Gov. Brown in fall 2017.

Toll revenues will be used to finance a $4.45 billion slate of highway and transit improvements in the toll bridge corridors and their approach routes.

Major projects in the RM 3 expenditure plan include new BART cars to accommodate growing ridership; extending BART's Silicon Valley service to Santa Clara; extending Caltrain to downtown San Francisco; expanding S.F. Muni's transit vehicle fleet; more frequent transbay bus service; interchange improvements in Alameda, Contra Costa and Solano counties; an expanded express lane network; expanded ferry service; a direct freeway connector from northbound U.S. 101 in Marin County to the Richmond-San Rafael Bridge; upgrades to relieve congestion in the Dumbarton Bridge corridor; improving State Route 37; extending the new SMART rail system to Windsor and Healdsburg and much more.

Voter approval of RM 3 raised tolls on the region's state-owned toll bridges by $1 beginning Jan. 1, 2019. Tolls will rise by another $1 in January 2022 with another $1 increase in January 2025. The 2019 increase marked the first toll hike on the seven state-owned bridges since 2010.

Link to Regional Measure 3 Expenditure Plan:
https://mtc.ca.gov/sites/default/files/Final_RM3_Expenditure_Plan.pdf

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ALAMEDA
County Transportation Commission

2020 Comprehensive Investment Plan Update

Appendix E

CIP Policies and Procedures



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Alameda County Transportation Commission

COMPREHENSIVE INVESTMENT PLAN
POLICIES AND PROCEDURES

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POLICY 1: PROCEDURES FOR PROGRAMMING AND ALLOCATIONS

POLICY: The Alameda County Transportation Commission (Alameda CTC) has programming and allocation authority for a variety of transportation fund sources. Programming and allocations shall be approved by Alameda CTC in accordance with the requirements of the individual fund source and with the standard procedures set forth herein.

Programmed funds in the Comprehensive Investment Plan (CIP) represent a commitment of funds to a Project Sponsor. Programmed funds are not available for expenditure unless and until Alameda CTC approves an allocation of the programmed amount. Only after allocation can funds be encumbered through funding agreements between Alameda CTC and the Project Sponsor, or for Alameda CTC-sponsored projects through contracts for costs to be incurred directly by Alameda CTC.

PURPOSE: Alameda CTC makes programming recommendations for the Alameda County shares of certain local, regional, state and federal funds. The purpose of this policy is to establish standard definitions and procedures by which Alameda CTC exercises its programming and allocation authority. The programming and allocation procedures for each of the fund sources within the purview of Alameda CTC are consolidated through the CIP to standardize the programming and allocation process to the extent practical for such fund sources, while maintaining compliance with the requirements for individual fund sources.

GUIDELINES: Programmed funds are adopted into the applicable programming document by the governing board of the agency or Commission with statutory authority for the administration of the fund program.

Alameda CTC administers the following local, voter-approved funding programs:

- The 1986 Measure B Program;
- The 2000 Measure B Program;
- The 2010 Vehicle Registration Fee Program; and
- The 2014 Measure BB Program.

The commitments from the local, voter-approved funding programs are established in the expenditure plans included in the ballot measure language for each program. The 1986 Measure B, 2000 Measure B, 2010 Vehicle Registration Fee and the 2014 Measure BB expenditure plans each include a set of commitments to fund the programs and projects listed in the plan. The Strategic Plan prepared for each of the individual funding programs confirms the funding commitments, allocated amounts, and the plan for future allocations. The Strategic Plan also functions to guide programming and

allocation for the individual fund sources to priority transportation investments based on a set of guiding principles.

Alameda CTC also administers the programming and allocation process for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund in compliance with the requirements of the Bay Area Air Quality Management District (BAAQMD), which delegates the programming and allocation administration to Alameda CTC.

Alameda CTC also makes programming and allocation recommendations for other fund sources such as the State Transportation Improvement Program (STIP), Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program (through One Bay Area Grant program), and other funds as they become available to Alameda County, that are contingent upon final approval by the respective governing boards of the agencies with programming authority e.g., Metropolitan Transportation Commission (MTC) and/or California Transportation Commission (CTC).

By definition, programmed amounts for a given project represents the amount committed to the project, subject to allocation. An allocated amount represents the amount available for encumbrance through project funding agreements and/or contracts directly with Alameda CTC. Funds encumbered through project funding agreements and/or contracts are available for reimbursement of eligible project costs. These definitions are expanded with specific procedural considerations below:

- *Commitment Amount:* The Expenditure Plan contains the commitment amount of funds for the local, voter-approved funding programs administered by Alameda CTC. Commitment Amounts for the local, voter-approved funding programs are confirmed in the Strategic Plan appendices to the CIP.

- *Programmed Amount:* The CIP serves as the programming document for the fund sources administered by Alameda CTC.

    - Programmed Amounts approved in the CIP for the local, voter-approved funding programs are based on the Commitment Amounts and the requirements included in the Expenditure Plan for the specific funding program.

    - Programmed Amounts approved in the CIP for the TFCA County Program Manger Fund are based on the programming and allocation process administered by Alameda CTC in accordance with BAAQMD requirements.

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- Programmed Amounts shown in the CIP for fund sources not directly administered by the Alameda CTC may be included for informational purposes to reflect the current programming information available from the agency with the statutory programming authority for the fund source.

- Programmed Amounts are typically approved for a specific project phase in a specific fiscal year. Funds programmed in specific fiscal years are required to be allocated by the end of the fiscal year in which the funds are programmed. Changes to Programmed Amounts require amendments to the CIP.

- *Allocated Amount:* The CIP five-year programming window includes a two-year allocation plan (i.e., the first two years of the five-year window). The CIP Allocation Plan shows the Allocation Amounts approved by Alameda CTC for the funds administered by Alameda CTC and anticipated allocations to be approved by other agencies.

    - Allocated Amounts shown in the CIP for the local, voter-approved funding programs are considered approved by Alameda CTC upon approval of the CIP (if the allocations have not been previously approved by Alameda CTC under separate action).

    - Allocated Amounts shown in the CIP for the TFCA County Program Manager Fund are considered approved by Alameda CTC upon approval of the CIP (if the allocations have not been previously approved by Alameda CTC under separate action, or if the Allocated Amount shown is dependent on a future programming approval).

<u>Request for Allocation Process</u>

Requests for allocation package may consists of a funding application in the form of a CIP funding application or a specific request for allocation for a named project in the Transportation Expenditure Plans. The amount of funding available for allocation to a given project, or project phase, is limited by the Programmed Amount for the project, or project phase, at the time of the allocation request.

Requests for any allocations for Alameda CTC-administered funds should be submitted to Alameda CTC at least 60 days prior to the Alameda CTC meeting at which the Project Sponsor requests the allocation to be approved, or the meeting at which the CIP will be approved. The request for allocation package shall be in a format provided by Alameda CTC or a format that at minimum

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includes details about the program or project scope, cost, funding and schedule detailed by phase. The request package shall reflect total cost and funding amounts based on progress to date at the time of the request.

Requests for allocations received by Alameda CTC will be considered in the context of the CIP in effect at the time of the request. Alameda CTC reviews allocation requests to confirm items such as financial viability, project delivery readiness, funding availability to reimburse eligible project costs. If conditions warrant a review of the assumptions used for the most recent overall financial analysis, an updated overall financial analysis may be required to determine whether or not the requested allocation would have an adverse impact on commitments of funds to other projects.

Allocations, or modifications to allocations, are approved by Alameda CTC based on staff recommendations and allocation requests submitted by Project Sponsors typically through the annual/biennial CIP programming and allocation processes.

Allocated Amounts approved by Alameda CTC must be encumbered in funding agreements with Project Sponsors or in contracts for project costs incurred directly by Alameda CTC, in accordance with the CIP's policy for Timely Use of Funds Allocated by the Commission.

Allocation Considerations for Partially Fund Projects and Right-of-Way Phases

Funding allocations for phases beyond the environmental phase are considered at increased risk if a Project Sponsor has not identified or secured funding for all phases to complete the project funding plan.

Prior to making an allocation to a project with a known funding shortfall, Alameda CTC will perform risk analytics on the request funding and the project prior to making such allocation recommendation to the Commission. In this risk assessment, Alameda CTC will consider the project's and Project Sponsor's potential to use Alameda CTC funds to leverage and secure prospective funding from federal, State, regional, and local sources outside of Alameda CTC's purview, and the project's viability to be completed in a timely manner.

Right-of -Way Allocations shall be limited to projects that have a complete and viable project funding and delivery plan as assessed for firm funding commitments/partners and tangible plan to address identified project deliverability issues.

Right-of-Away Allocations to projects that contain funding shortfalls, uncertain project funding plans, and/or potential issues in project delivery are considered high risk, and will only be considered under very rare circumstances. Such right-of-way allocations must have an agreed understanding on how the Project Sponsor shall return the right-way-allocation to Alameda CTC for a project that has not in a entered into the construction phase, and/or for a project that is not completed in an established timeframe.

The agreed upon terms, including methods of repayment in arrears, shall be included with the Request for Allocation package submitted to Alameda CTC for consideration, will be subsequently be the basis for a fund agreement between Alameda CTC and the Project Sponsor.

Changes to Approved Allocations

A request to increase or decrease an Allocation Amount requires a written request by the Project Sponsor.

- *Increasing Allocations*: Request for an increase to an allocation is on a case-by-case basis for extraordinary circumstances, and subject to Commission approval. To increase the total amount of an allocation there must be sufficient capacity in the committed amounts for voter-approved expenditure named projects, programming/funding capacity, and reasonable justification for increasing the allocation amount.

- *Decreasing Allocations*: For projects named in the voter-approved Expenditure Plans, a reduction to an Allocated Amount will be credited back to the project for future reallocation to the project. Periodically through the CIP, Alameda CTC will deallocate unused funds related to project cost savings, fund rescissions, or inactive/infeasible project delivery.

- *Shifting Allocations Between Phases*: Funds allocated to a project by Alameda CTC may be shifted between the approved allocations are considered on a case-by-case basis. Requests for shifting allocated funds shall include updated project information that reflects the requested shift and allows for a before-and-after comparison of the project implementation plan. Funding shortfalls in the current or subsequent phases, which result from a requested shift of allocated funds shall be considered an adverse impact to implementation.

  Requests for shifting funds between allocations which do not change the total amount allocated to the project from an individual funding

program, e.g. Measure B, Measure BB or VRF, may be approved by the Executive Director, or a designee of the Executive Director, if the shift will not adversely impact the implementation of the project. Any requests for shifting funds between project phases that results in the amount changed the allocation amount from an individual funding program, e.g. Measure B, Measure BB or VRF, shall require consideration and approval by the Commission.

Effective Date of Reimbursable Costs

The effective date of reimbursable costs is generally based on the start of the fiscal year in which the allocated funds are identified in the CIP. The amounts shown in the first two fiscal years of the CIP for fund sources allocated by Alameda CTC shall be considered allocated in the fiscal year shown for the phase(s) of the project indicated upon approval of the CIP (if not already approved by Alameda CTC through a separate action).

For allocations made through a separate Commission Action, the effective date of reimbursable cost shall be the date of the Commission's approval, unless otherwise stated in the approved allocation request.

Funds administered by agencies other than Alameda CTC, such as the CTC, MTC, or the Federal Highway Administration (FHWA), must be approved by the agency that administers the particular fund source prior to being available for reimbursable costs.

Retroactive Allocations

Generally, funds are allocated for cost to be incurred after the allocation is approved by the Commission. On a case-by-case basis, Alameda CTC may consider identify a retroactive allocation to allow the eligible date of reimbursable cost incurred to be prior to the allocation date.

Approval of retroactive allocations shall be based in large part on which fund sources were used to reimburse the costs originally, and to what purpose, if any, the freed up funding will be committed. There are also certain requirements related to the procurement process and methodology for contracts funded wholly, or in part, by voter-approved funds. Any costs intended for the retroactive allocation for contracts that do not comply with the goal setting requirements set forth in Alameda CTC's Local Business Contract Equity Program (LCBE) must be identified in the Request for Allocation package and determined eligible for Measure BB funding. If a retroactive allocation of Measure BB funds is approved to cover contract costs in arrears, the reporting requirements set forth in the LBCE Program shall apply to the entire contract from inception to date.

POLICY 2: ENVIRONMENTAL APPROVAL AND FULL FUNDING FOR MEASURE B/MEASURE BB FUNDED CAPITAL PROJECTS DEADLINE

POLICY: Capital projects funded wholly, or in part, by Measure B and/or Measure BB shall receive all necessary environmental clearance approvals and have a full funding plan for the proposed improvements as required by the Expenditure Plan for each measure.

- For the 2000 Measure B, there are no projects remaining that are subject to this policy as deadlines occurred in previous years.
- For the 2014 Measure BB, named projects must receive all necessary environmental clearance approvals and have a full funding plan for the proposed improvements by December 31, 2022. Project Sponsors may appeal to Alameda CTC for one-year time extensions.

PURPOSE: To ensure that the projects included in the 2000 Measure B and 2014 Measure BB Transportation Expenditure Plans can be completed in a timely manner, and to provide a process by which Project Sponsors may appeal to Alameda CTC for one-year time extensions. The intent is to require continued due diligence by the Project Sponsor to secure environmental clearance approvals and a full funding plan.

GUIDELINES: The 2000 Measure B Transportation Expenditure Plan (2000 TEP) and the 2014 Measure BB Transportation Expenditure Plan (2014 TEP) both contain provisions for projects which cannot clear the Environmental Approval process, or cannot do so in a timely manner. There are no remaining 2000 Measure B capital projects subject to the environmental clearance approval or full funding policy.

The 2014 TEP establishes a deadline for environmental clearance approval and a full funding plan for each capital project that receives Measure BB capital funding. Environmental clearance approval is defined as the issuance of a Categorical Exclusion (CE), a Finding of No Significant Impact (FONSI) or the filing of the Record of Decision (ROD) for National Environmental Policy Act documents and the Notice of Determination or Notice of Exemption for California Environmental Quality Act documents. A full funding plan is defined as a plan containing a reliable cost estimate and sufficient funding identified to cover the estimated costs. The 2014 Measure BB deadline is December 31, 2022; however, the 2014 TEP includes provisions for one-year extensions to the deadline, if approved by Alameda CTC.

POLICY 3: TIMELY USE OF FUNDS POLICIES – ALLOCATIONS AND FUNDING AGREEMENTS

POLICY: Allocations shall be encumbered in a funding agreement between Alameda CTC and the recipient agency incurring the reimbursable costs, or in a contract for costs

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incurred directly by Alameda CTC, within twelve (12) months from the date the allocation is approved by the Commission.

Allocated funds not encumbered by the deadlines established in this policy are subject to rescission and reprogramming at the discretion of Alameda CTC.

PURPOSE: To ensure that funding allocated and distributed by Alameda CTC is expended expeditiously to implement the improvements and services for which the allocations and distributions were approved.

GUIDELINES: Alameda CTC's allocation recommendations and approvals are based on a Project Sponsor's Request for Allocation package/funding application that contain a specific scope, cost, and schedule. This policy requires Project Sponsors to encumber allocated funds through an executed project funding agreement or contract within twelve (12) months of an approved allocation to ensure accountability and consistency with the Project Sponsor's allocation request.

The project fund agreement(s) between Alameda CTC and the recipient agency outlines the agreed upon reimbursable costs, budget, scope, and schedule. Once an agreement is executed, Project Sponsors are expected to begin work on an allocation phase based on the delivery guidelines below, or per the schedule contained in the executed project funding agreement.

Project Phase	**Maximum Expenditure Timeline**
Planning/Scoping	• Activity must be complete within twenty-four (24) months from the date of allocation.
Preliminary Engineering / Environmental	• Activity must be complete within twenty-four (24) months from the date of allocation.
PS&E (Final Design)	• Activity must be complete within twenty-four (24) months from the date of allocation.
Construction	• Activity must be complete within twenty-four (36) months from the date of allocation.

Requests for Time-Extension

Project Sponsors may request time extension(s) to funding related deadlines established by policy, deadlines required at the time of allocation, or expiration dates established in funding agreements. Project Sponsors are limited to only a single time-extension of up to twenty-four (24) months that is required to be approved by the Commission.

Such requests for extensions shall be submitted in writing to Alameda CTC at least ninety (90) days prior to the deadline for which an extension is being requested and at

least forty-five (45) days prior to the regularly scheduled Alameda CTC Commission meeting at which the request will be considered for approval.

The request for time-extension package submitted to Alameda CTC shall include a detailed explanation of the conditions or circumstances that have changed since the deadline was established, and the corresponding impact to the remainder of the project implementation schedule if the extension is approved. Extensions to delivery deadlines established in funding agreements shall be submitted, reviewed, and approved in accordance with the provisions set forth in the funding agreement. Additional requests for time-extensions will only be considered for rare and extraordinary circumstances.

Fund Rescission/Reprogramming

Allocated funds not encumbered into a funding agreement by the deadlines established in this policy or used in the manner inconsistent with these guidelines are subject to rescission and reprogramming at the discretion of Alameda CTC. Failing to meet timely use of funds requirements, fund agreement requirements, funding commitments, project schedules, or applicable regulations could result in loss or withholding of funds.

If funding awards are withdrawn, the corresponding projects and allocations may be reprogrammed to a future year of the CIP, or deprogrammed from the CIP. Project sponsors who failed meet the timely use of funds deadlines may be penalized in their consideration for the next programming and allocation cycle.

POLICY 4: ELIGIBLE COSTS FOR REIMBURSEMENT

POLICY: Program and project costs to be reimbursed by Alameda CTC shall be segregated into project phases to correlate with the encumbrance(s) from which reimbursement is requested. Funds shall be encumbered in a funding agreement between Alameda CTC and either the Project Sponsor or, if different from the sponsor, the implementing agency which incurs the reimbursable costs, or in a contract with Alameda CTC for project costs incurred directly by Alameda CTC.

For Alameda CTC implemented projects, eligible staff and other direct costs incurred directly by Alameda CTC shall be considered encumbered when they are included in the annual budget adopted by the Commission. Costs submitted for reimbursement shall be limited to activities, materials and services directly related to the implementation of the scope of the project for which the funds were allocated and subsequently encumbered in a funding agreement. Eligible costs shall be incurred in accordance with the provisions set forth herein or be at risk of being determined ineligible for reimbursement by Alameda CTC.

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PURPOSE: To limit the expenditures of funding administered by Alameda CTC to the reimbursement of eligible project costs and to provide general guidance to implementing agencies which incur the reimbursable costs.

GUIDELINES: Alameda CTC approves reimbursements of eligible project costs based on requests for reimbursements submitted by the Project Sponsors or implementing agencies which incur the reimbursable costs. The requirements for the requests for reimbursement are included in the project funding agreements between Alameda CTC and the recipient agency. In general, the request for reimbursements must identify the total costs by phase, be consistent with the agreed upon eligible costs, and segregate costs between Alameda CTC's and the Project Sponsor's cost sharing arrangement as described in the project funding agreement.

The following describes the eligible costs for specific phases:

Project Phase	Eligible Costs Requirements
Planning/Scoping	• Project Sponsor staff, consultant costs and other direct costs necessary to prepare a well-developed project delivery plan or scoping document. • For projects that require a formal scoping document such as projects on the State highway system, or with State or federal funding, the preparation of the scoping document is eligible for scoping phase funding.
Preliminary Engineering / Environmental	• Project Sponsor staff, consultant costs and other direct costs necessary to perform preliminary engineering, and to secure approval for the appropriate environmental document for the project.
Plan, Specification and Estimate (Final Design /PS&E)	• Project Sponsor staff, consultant costs and other direct costs necessary to prepare final PS&E and to provide support during the bidding process until the time of contract award. • Services beyond the contract award are considered design services during construction, which are typically included in the Construction Support Phase. The milestone (i.e., advertisement, award, etc.) at which the costs change from being budgeted and tracked in the PS&E Phase to the Construction Support Phase may vary on a case-by-case basis. Regardless of the phase in which the advertise-bid-award costs are budgeted and tracked, they should be clearly segregated from other costs in the same phase.
Right-of-Way Acquisition and Support Phases	• Project Sponsor staff, consultant costs and other direct costs necessary for the acquisition of right-of-way, right-of-way preservation and hardship acquisitions.

Project Phase	Eligible Costs Requirements
	• Right-of-way acquisitions initiated prior to environmental clearance approval for the project for which the right-of-way is required, shall not be eligible for reimbursement by Alameda CTC unless specifically authorized in the funding agreement. The cost of eligible right-of-way acquisitions shall be supported by an appraisal prepared by a professional appraiser. The appraisal report shall be provided to Alameda CTC with the request for allocation package. • Right-of-way activities related to property not required for the program or project as programmed shall be at the expense of Project Sponsor to the extent such costs can be determined. • If excess right of way is sold, used for purposes other than the program or project as programmed, or otherwise disposed of, a share of any proceeds from the sale of such excess property shall be returned to Alameda CTC based on the prorated percentage of Alameda CTC funding contributed to the purchase of the property. • If condemnation procedures are required to obtain access to right of way, Alameda CTC will consider the required deposit as an eligible cost and reimburse the Project Sponsor upon request in accordance with the funding agreement. If the amount of reimbursement to Project Sponsor is higher than the Alameda CTC funding share of the amount of settlement in the final order of condemnation, Project Sponsor shall pay Alameda CTC the difference between the amount reimbursed and the Alameda CTC funding share of the amount settled plus the Alameda CTC funding share of the interest accrued to the deposit account. • Property acquired for a project using Alameda CTC funding shall be available for project construction within 10 years of Alameda CTC reimbursement to the Project Sponsor. If, after 10 years, the property has not been utilized for the project as programmed, the Project Sponsor shall reimburse Alameda CTC for its proportional share of the fair market value of the property, based on the net proceeds from the sale of the property or an appraisal of the property conducted at no cost to Alameda CTC, within one year after the expiration of this 10-year period. • If right of way is acquired for a project as programmed and is not utilized for the project as programmed, because the project has been modified or de-programmed, Alameda CTC shall be reimbursed its proportional share of the fair market value of the property, based on the net proceeds from the sale of the property or an appraisal of the property conducted at no cost to Alameda CTC, within one year from the time the project is modified or de-programmed.

Project Phase	Eligible Costs Requirements
Construction Capital and Support Phases	• Project Sponsor staff, consultant costs, contractor costs and other direct costs necessary for all construction expenditures on the project that are part of the scope of work agreed to by Alameda CTC, including Project Sponsor's management oversight expenses associated with the construction of the project. • If Project Sponsor includes additional work beyond the scope of the project as programmed by Alameda CTC, such work and all related costs shall be segregated from the project costs funded by Alameda CTC. Costs not associated with the scope of the project as programmed by Alameda CTC shall be at the expense of the Project Sponsor and shall not count as a match for Alameda CTC funding for the project as programmed by Alameda CTC. • Items of work within the scope of the project as programmed, but utilizing more expensive than standard treatment, such as specialized lighting standards and signs, more elaborate landscaping, specialized treatment on the face of soundwalls/retaining walls and specialized sidewalk/hardscape treatments, will be eligible for reimbursement only if they are agreed to in advance and no additional Alameda CTC funding is required.
Rolling Stock and Equipment Acquisition Phases	• Rolling stock purchased by Project Sponsor and reimbursed by Alameda CTC shall remain in the Project Sponsor fleet for a minimum of five years. If the rolling stock is removed from the fleet prior to the required five years, Project Sponsor shall notify Alameda CTC. If the rolling stock is sold and the receipts of the sale are not used to purchase replacement rolling stock, the proceeds from the sale shall be returned to Alameda CTC. • Project Sponsor shall prepare and submit to Alameda CTC for approval, prior to the beginning of service, an operations schedule indicating the frequency, vehicle type and operating hours of the rolling stock purchased by Project Sponsor for the program or project as programmed. The rolling stock used in this service will be the same type as purchased with Alameda CTC funding, but may not be the exact vehicles due to the need to rotate vehicles in the fleet. The approved service level shall be maintained, as a minimum, for five years. In the event that the minimum service level is not maintained, Project Sponsor shall reimburse Alameda CTC for its share of the reduced service based on vehicle needs for the reduced service and the salvage value of the rolling stock purchased by Project Sponsor and reimbursed by Alameda CTC.

Project Phase	Eligible Costs Requirements
	• Specialized equipment required for the project must be identified in the project funding agreement to be eligible for reimbursement with Alameda CTC funding.

In addition to the individual phase requirements described above, the following general provisions apply to cost eligibility and exclusions for any phase:

Cost Type	Eligible Costs Requirements
Contract Costs	• Costs incurred via contracts between the implementing agency and consultants, contractors, suppliers or other vendors are eligible for reimbursement from the local, voter-approved funding programs administered by Alameda CTC only if the contract is established in accordance with Alameda CTC's Local Business Contract Equity (LBCE) Program. The LBCE Program applies to contracts funded wholly, or in part, with local, voter-approved funding programs administered by Alameda CTC. While not every contract funded in part by local, voter-approved funding programs administered by Alameda CTC will require a contract goal set during the procurement process, every contract is required to comply with the reporting requirements set LBCE program.
Project Sponsor Staff Costs	• Costs for Project Sponsor staff working on the project (direct implementation costs) will be eligible for reimbursement by Alameda CTC funding. Staff hours must be segregated on timesheets, or otherwise documented through an alternative method, approved by Alameda CTC. • Project sponsor overhead and general administrative costs that are not directly related to the implementation of a project are ineligible for reimbursement by Alameda CTC, unless otherwise approved by Alameda CTC. • Hourly wages and fringe benefits for Project Sponsor staff will be reimbursed based on the actual wage rate plus the audited fringe benefit rate supplied by the Project Sponsor. Alameda CTC will review and approve a fringe benefit rate based on documentation provided by the Project Sponsor. Approved fringe benefit rates will be set forth in the project funding agreement, but in no case will fringe benefits of more than 70 percent of the hourly wage be approved. • For Measure B/BB/Vehicle Registration Fee Direct Local Distribution Recipients, costs for Project Sponsor staff costs related to project administration, contract management of professional and construction services, are not eligible for reimbursement with allocated funds per the Local Cooperation Policy, unless specifically allowed in a project funding agreement.
Alameda CTC Project Support Requested by Project Sponsor	• If requested by Project Sponsor, Alameda CTC will consider providing support staff and/or consultant support for a project. Costs for these services will be considered eligible costs and be reimbursed to Alameda

Cost Type	Eligible Costs Requirements
	CTC from funds for the project, or be deducted directly by Alameda CTC from Alameda CTC funding allocated for the project.
Bonding Costs	• If Alameda CTC determines that it is in the best interest of a funding program to sell bonds, or otherwise incur financing costs to deliver the projects included in the funding program, the cost of bonding and financing, including interest payments, shall be considered a program-wide cost and shall be identified in the CIP as the first priority repayment. • If a Project Sponsor wishes to independently bond or use other approved borrowing programs, Alameda CTC funding is eligible to reimburse expenses incurred by Project Sponsor for staff time, consultant costs, principal payments and the associated cost of financing required to provide the financing for the project.
Fund Exchanges	• Alameda CTC may consider and approve fund exchanges on a case-by-case basis. Any exchange payments of Alameda CTC funding must be identified in the project funding agreement to be eligible for reimbursement
Miscellaneous Costs	• The costs of fees from other agencies, including permit fees or reimbursement for review or oversight costs needed for the project, are eligible project costs with the exception of the cost of permits, fees or oversight from the Project Sponsor. Reimbursable eligible costs must be consistent with the Local Cooperation Policy. • Direct costs, such as reproduction, shipping, mileage and long-distance calls, will be considered for reimbursement if they can be independently documented as directly relating to the implementation of the program or project for which the funds were allocated. Air travel and overnight stays are not eligible unless prior approval is obtained from Alameda CTC.
General Exclusions	• Cost not directly related to the implementation of the project as programmed, and consistent with an approved environmental document as applicable, will not be eligible for reimbursement with Alameda CTC funding.
Ongoing Costs (Maintenance/ Operations)	• Ongoing annual expenses incurred for maintenance of a project shall be borne by the Project Sponsor unless specifically identified in the funding agreement.

POLICY 5: FUNDING FOR PROJECT-RELATED COSTS INCURRED DIRECTLY BY THE ALAMEDA COUNTY TRANSPORTATION COMMISSION

POLICY: Costs incurred directly by Alameda CTC related to the management and implementation of programs and projects shall be eligible for the funding made available for those programs and projects. The eligibility of costs incurred directly by Alameda CTC shall be limited to any restrictions related to such costs for any individual fund source. General fund administration costs related to congestion management

activities are allocated to congestion management projects in compliance with *Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance).*

PURPOSE: The purpose of this policy is to establish guidelines by which costs incurred directly by Alameda CTC related to the management and implementation of programs and projects are segregated to identify fund sources for such costs.

GUIDELINES: The following provisions are intended to support the purpose of this policy:

A. Direct costs relate to activities directly related to Capital Projects, Programs, Planning and Project Sponsor grants. These direct costs shall be posted to appropriate funds or activities. Salaries and benefits shall be supported by timecards, and direct consulting and other costs shall be supported by approved invoices. Where specific agreements are in place, direct costs along with indirect cost (see below) allocations shall be posted to specific projects or grants. Where such agreements do not exist, the direct costs shall be posted to a control account within the Capital Projects or Program Funds.

B. Indirect costs relate to congestion management activities that don't directly relate to a specific Capital or Planning Project, or Program. Such costs shall be accumulated under the General Fund and supported by time cards, invoices and other appropriate documents. The indirect cost ratio for billing purposes will be based on General Fund congestion management related allowable costs. The cost allocation methodology will comply with *Uniform Guidance*.

C. Alameda CTC shall maintain a cost allocation plan as required by *Uniform Guidance*, certified by the Director of Finance, accepted and/or approved by Caltrans as the cognizant agency and available to grant funding agencies.

D. Alameda CTC shall implement a billing system, supported by acceptable detail for direct and indirect costs. However, no allowance shall be made for profit margin.

E. All direct costs and billable indirect costs shall be excluded from the salary and administration limitations set forth in the 2000 Measure B Transportation Expenditure Plan and in the 2014 Measure BB Transportation Expenditure Plan. Alameda CTC shall use general fund administrative costs to compute the administrative cost ratios.

POLICY 6: LOCAL CONTRACT BUSINESS EQUITY PROGRAM

POLICY: Alameda CTC has established this Local Business Contract Equity (LBCE) Program to create economic growth and jobs within Alameda County by requiring local contracting that supports residents and businesses in Alameda County. The LBCE Program helps to identify and engage the participation of Local Business Enterprise (LBE), Small Local Business Enterprise (SLBE) and Very Small Local Business Enterprise (VSLBE) firms located in Alameda County on applicable contracts.

PURPOSE: The purpose of this policy is to continue support for the hiring of local contractors, vendors, suppliers and service providers on contracts funded wholly, or in part, by funding approved by Alameda County voters. The LBCE Program contributes to the overall economic vitality of the County by:

1. Encouraging businesses to locate and remain in Alameda County;
2. Providing employment opportunities for residents of Alameda County; and
3. Generating economic activity and stimulating the local economy.

GUIDELINES: This program applies to contracts funded solely by any combination of Measure B, Measure BB, Vehicle Registration Fee, and/or local funds. Contracts that include state and federal funds must adhere to state and federal requirements. Full policy and program requirements are detailed here: https://www.alamedactc.org/app_pages/view/4543

Funds may be subject in rescission or ineligible for reimbursement if the Project Sponsor is determined to be out-of-compliance.

POLICY 7: ALAMEDA CTC PROJECT AND PROGRAMS MANAGEMENT POLICIES

POLICY: Alameda CTC shall administer and manage project delivery efforts and program implementation through these policies and procedures.

Direct Local Distribution Programs Management Policy: As the administering agency for the Measure BB DLD program, Alameda CTC is responsible for monitoring and compliance administration of the DLD recipients. Alameda CTC reserves up to one percent (1%) of Measure BB DLD funds to provide oversight to the DLD program.

Capital Projects and Programs Management Policy: As implementing agency for several countywide significant Measure BB related projects identified in the Capital Project Delivery Plan (CPDP), Alameda CTC has assumed the lead in project management and project delivery using its own staff and consultant resources. Alameda CTC reserves up to five (5) percent of Measure BB discretionary funds in order to effectively deliver Measure BB transportation projects, and to oversee projects being implemented by

other agencies. These funds support costs associated with establishing policies, procedures, ongoing project management oversight, preliminary scoping and planning, and other core functions related to Measure BB capital program delivery that are not directly related to Measure BB capital commitments for individual projects.

Project and Program-wide Contingency Reserve: Furthermore, the CPDP recommends programming Measure BB funds for specific project phases, including set-asides for program-wide management, oversight, and monitoring, as well as a program-wide risk contingency. Each project will include budget allowances that account for risk and unknowns. Where risk issues are common to many projects, Alameda CTC may elect to place those budget amounts into a program-wide contingency reserve. This is referred to herein as the Project and Program-wide Contingency Reserve.

PURPOSE: Alameda CTC is responsible for administering the voter-approved transportation programs, CMA functions, and emerging countywide transportation needs and initiatives. Alameda CTC requires these projects and program management policies in order to provide continuing support and resources for these functions; to strengthen and enhance the agency's position within the changing framework of regional, state, and federal transportation agencies; and to increase responsiveness to new regional and state climate change mandates.

GUIDELINES: Alameda CTC's annual requirements related to project and program implementation, oversight, and delivery management costs will be assessed through Alameda CTC's budgetary process.

POLICY 8: PROGRAMMING POLICIES FOR OUTREACH AND TRANSPARENCY

POLICY: The project selection and prioritization process employed for the development of the CIP, which begins with the Countywide Transportation Plan (CTP) update process, shall satisfy the requirements for all the fund sources included in the CIP, including federal, state, regional and local sources. The CTP update process shall include significant efforts to satisfy requirements related to notification, outreach and transparency typically satisfied at the time of individual, fund-specific calls for projects.

PURPOSE: To ensure that the notification, outreach and transparency measures employed by Alameda CTC to identify potential uses for transportation funding from the full range of sources available in Alameda County satisfy all programming policies from other agencies pertaining to the specific fund sources being programmed by Alameda CTC. By satisfying the most stringent of requirements, Alameda CTC will be afforded flexibility at the time of programming to match the most appropriate, available fund source to the priorities at the time of programming.

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GUIDELINES: Project Sponsors are required to support this policy through outreach programs and notifications which reach all geographic areas, communities and portions of the population during solicitations for proposed uses of Alameda-CTC administered funding available for transportation programs and projects within Alameda County. The outreach must include disadvantaged communities, including Metropolitan Transportation Commission-defined Communities of Concern and other underserved populations.

POLICY 9: LOCAL COOPERATION POLICY

POLICY: Project Sponsors receiving DLD funds are not eligible to receive a reimbursement of staff time costs through allocations of Alameda CTC Administered Funds for oversight activities that are not directly related to project implementation.

Local jurisdiction(s) shall work in full cooperation with the implementing agency to assist in project implementation and delivery, where appropriate and as needed. This includes providing support, coordination, monitoring, technical assistance, etc. A local jurisdiction's costs associated with these activities to further a project implemented by Alameda CTC, a local jurisdiction (as the Project Sponsor), or another implementing agency within a jurisdiction's locality shall be funded through the local jurisdiction's eligible local fund sources such as Measure B/BB/Vehicle Registration Fee Direct Local Distribution (DLD) funds in lieu of a local jurisdiction billing these costs directly to the project or against its funding allocation.

PURPOSE: To ensure jurisdictions directly benefiting from the expected outcomes of a project in their locality implemented by Alameda CTC or other implementing agencies, are active funding partners to further the delivery of such improvement project, and to also ensure DLD recipients are using DLD funds predominately on contracts, services, materials, rather than contract administration.

GUIDELINES: Local agency-incurred costs such as staff costs associated with providing technical assistance, support, or coordination to further the delivery of a project by another implementing agency can be included in the total cost and funding amounts for the purposes of cost and risk sharing at the total project level. Fees associated with permitting, plan review, and other general costs associated with the project shall be supported by the local jurisdiction in which the project is implemented, where feasible and appropriate. These costs shall not be included in the costs eligible for reimbursement by the funds allocated by Alameda CTC, unless they are specifically identified as eligible in the funding agreement.

ACTC_AR1077

POLICY 10: SMALL CITIES PROGRAM POLICY

POLICY: Cities within Alameda County with a population of less than 25,000 shall be considered for certain exceptions from Alameda CTC's local match requirements and/or Local Cooperation Policy requirements, and local projects that have a demonstrated multi-jurisdictional transportation significance shall receive consideration for delivery support from Alameda CTC, where practical and feasible.

PURPOSE: The purpose of this policy is to assist smaller cities in Alameda County in their project delivery efforts through relieving matching requirements, exploring financial strategies, and providing project delivery/implementation support, where feasible.

Small cities in Alameda County may not be financially equipped or resourced to meet certain project delivery needs and funding matching requirements.

Small cities receive limited Measure B/BB/Vehicle Registration Fee Direct Local Distributions in comparison to larger cities and often have difficulties finding the financial resources needed to satisfy minimum matching requirements, especially for larger transportation projects.

GUIDELINES: To qualify as a small city under this policy, a city must have a population of less than 25,000 as reflected in the most currently available California Department of Finance's population estimate.

As such, Alameda CTC may elect to waive matching requirements and/or Local Cooperation policy requirements based on a small city's request during the programming and allocation processes, or project coordination processes. Additionally, Alameda CTC will support facilitating Federal-local funding exchanges, whenever possible, to alleviate certain funding requirements required by external sources.

POLICY 11: MATCHING AND LEVERAGING POLICY

POLICY: For projects that have successfully secured other non-Alameda CTC discretionary funding, Alameda CTC shall consider fulfilling a portion of the minimum match required by external funding for projects and programs.

PURPOSE: The purpose of this policy is to maximize the leveraging capacity of Alameda CTC Administered Funds such as Measure B, Measure BB, Vehicle Registration Fee Program, Transportation Fund for Clean Air Program funds.

GUIDELINES: Through Alameda CTC's programming and allocation processes, Project Sponsors must document the following:

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1. Project Sponsor must identify a project delivery and funding plan that describes the project scope, costs, schedule;
2. Document the approved programming of other, non-Alameda CTC discretionary funds to a project;
3. Cite the minimum matching amount required by the secured non-Alameda CTC funding source;
4. Identify the amount of matching funds requested from Alameda CTC. Matching funds will not address any project cost increases; and
5. Provide a cost sharing proposal between all prospective funding partners.

Alameda CTC may consider recommending programming and allocation to fulfill either a portion or the entire amount requested, based on available fund capacity, project delivery strategy, funding timelines, and the leveraging significance.

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ALAMEDA
County Transportation Commission

2020 Comprehensive Investment Plan Update

Appendix F

Alameda CTC Strategic Plan



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Alameda County Transportation Commission

COMPREHENSIVE INVESTMENT PLAN

STRATEGIC PLAN

Strategic Plan Guiding Principles.....**1**
1986 Measure B Commitments **7**
2000 Measure B Commitments **9**
2014 Measure BB Commitments **11**

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ALAMEDA COUNTY TRANSPORTATION COMMISSION

STRATEGIC PLAN

1. PURPOSE

Alameda County maintains a highly diverse transportation network complete with highway infrastructure, express lanes, local roadways, freight and port facilities, rail and bus transit, and bicycle and pedestrian improvements. Its wide range of transportation infrastructure may differ dramatically from one area of the county to the other as each respective community has unique transportation needs. Alameda CTC's goal is to leverage local funds under its purview to help secure additional competitive local regional, State, and federal transportation funding dollars in order to fund a balanced set of countywide transportation projects to maintain a well-connected and efficient system for the whole county.

Alameda CTC administers voter-approved sales tax programs (2000 Measure B and 2014 Measure BB), and the Vehicle Registration Fee (VRF) program (2010 Measure F) that provide critical funding for delivering transportation improvements within the county. The most significant source of funding under Alameda CTC's purview is the Measure BB sales tax revenue generated through the voter-approved 2014 Transportation Expenditure Plan (2014 TEP) in November 2014. The duration of the 2014 TEP is thirty (30) years, from April 1, 2015 to March 31, 2045. The 2014 TEP is projected to generate approximately $7.8 billion in revenues for transportation investments ranging from bus/ferry/commuter rail services and operations, streets and highways improvements, student transit passes, community development initiatives, technology and innovation programs, bicycle/pedestrian enhancements, and transportation programs for seniors and people with disabilities.

Although the 2014 TEP is anticipated to generate a significant source of funding for Alameda County, the transportation funding needs far outweigh the expected revenue generation required to complete the project and program delivery of the 2014 TEP in its entirety. Over 50 percent (approximately $4.1 billion) of the revenues generated are annually returned to local jurisdictions as Direct Local Distributions for local agencies to use at their own discretion. The remaining $3.7 billion is split among "Named" capital projects ($1.2 billion) and discretionary programs ($2.3 billion). The 2014 TEP recognizes investments within specific categories and types, and the Measure BB total revenue will not be able to fulfill the funding needs. It is imperative the Commission strategize investments to leverage external funding to fulfill the capital program needs.

The aim of the Strategic Plan is to simultaneously:

1. <u>Prioritize Project and Program Investments</u>
   Identify project investment strategies using Alameda CTC administered funds to get projects in a state of readiness to compete for available external funds as they presumably become available over the life of the strategic plan.

2. Maximize Measure BB Investments/Leveraging Strategy
   Identify an investment strategy to ensure that Measure BB is used to expediate the delivery of projects while also serving as the basis to attract external competitive funding to Alameda County such as Regional Measure 3, Senate Bill 1 programs, and U.S. Department of Transportation competitive programs for example.

3. Guide Project Delivery Strategy
   Identify project delivery strategies for an Alameda County portfolio of project investments that depict which projects can be delivered in whole, or in part, by the Measure BB sales tax program, other Alameda CTC-administered funds, or prospective external competitive funding programs. It also identifies the funding challenges leading up to full project implementation and the potential risks of early project development investments towards projects with incomplete funding.

The Strategic Plan focuses on Alameda CTC-implemented projects and externally implemented "Named" capital projects. Between Alameda CTC implemented projects and projects implemented by external Project Sponsors such as the Bay Area Rapid Transit (BART), City of Union City, and others, there is a collective total project cost of $6.7 billion, with only $2.1 B committed through Measure BB, Regional Measures, various state and federal programs, and other local sources. There is an overall funding need of $4.6 billion required to fill the gap and ensure the delivery of all these projects within the next decade.

Table 1: Summary of Project Delivery Funding Needs *($ in Billions)*

Project Sponsor	Total Project Costs	Total Commitment	Total Shortfall
Alameda CTC-Implemented	$3.8	$1.0	$2.8
Named Projects Implemented by External Sponsors	$2.9	$1.1	$1.8
Total	**$6.7**	**$2.1**	**$4.6**
Note: Commitment sources include funds from Measure B, Measure BB, VRF, local jurisdictions, STIP, secured state grants.			

The Strategic Plan address near-term financial implementation of countywide projects, including funding constraints, priority projects, and potential strategies. The strategies attempt to leverage existing local Alameda CTC administered fund sources against various outside funding programs anticipated in the next decade that aim to address the $4.6 billion shortfall.

For the Alameda CTC-implemented projects, Alameda CTC intends to pursue competitive funds from Senate Bill 1 Programs, Regional Measure 3, State Transportation Improvement Program (STIP), federal programs, and by encouraging local cooperation and funding partnerships with jurisdictions where a project resides or by whom might receive benefit. Local jurisdictions are encouraged to apply for these discretionary opportunities to maximize Alameda CTC funds to its fullest extent.

2. STRATEGIC PLAN GUIDING PRINCIPLES

The Strategic Plan Guiding Principles identified below support decision making to generate a portfolio of quality candidate projects for Alameda CTC administered funds and a prospective for external funds available to Alameda County jurisdictions.

These guiding principles are to:

1. Achieve the Alameda CTC's mission and vision and goals.

   In September 2019, the Alameda CTC approved the vision and goals for the 2020 Countywide Transportation Plan (CTP).

   Vision: "Alameda County residents, businesses and visitors will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities."

   To complete this vision, Alameda CTC prioritizes projects that achieve these aspiring goals for Alameda County's transportation system:
   - Accessible, Affordable and Equitable
   - Safe, Healthy and Sustainable
   - High Quality and Modern Infrastructure, and
   - Economic Vitality

2. Identify Alameda CTC sponsored and implemented projects based on project delivery strategies, transportation benefits, resource capabilities, and funding strategies that maximize leveraging Alameda CTC's administered funds.

3. Prioritize Alameda CTC sponsored and implemented projects for available local, regional, State and federal funds that may be available to Alameda County on the basis of Alameda CTC implementing multi-jurisdictional, resource intensive, county significant, and/or regional significant projects.

4. Prioritize 2014 Transportation Expenditure Plan (TEP)'s "named" capital projects by providing an investment and delivery strategy for Project Sponsors that promotes the development of these projects through the upcoming prospective funding opportunities.

5. Establish a systematic programming and allocation strategy for Alameda CTC administered funds to promote project delivery and project readiness. This includes an assessment of prospective local, regional, State, and federal fund sources anticipated to be made available to Alameda County.

6. Ensure the investment strategy remains flexible to provide capacity to respond to emerging and unanticipated needs in terms of both evolving project initiation and development needs, as well as, changes in funding opportunities, amounts and

programs that may require nimbleness in adjusting the overall funding strategy of the Strategic Plan.

7. Provide an informational tool for agency's project management, project delivery, resource management, and financing strategies.

8. Adhere to the Alameda CTC's budgeting and financing policies including:
    a. Pay-as you go financing strategy until an immediate need to issue debt for project(s) is required.
    b. Debt shall not be utilized for operating expenses.
    c. Maintains an adequate level of reserves and support strong bond ratings

9. Create synchronicities between Alameda CTC's Countywide Transportation Plan, Transportation Expenditure Plans, modal plans, CIP, local plans, and other delivery strategies plans, where feasible.

10. Optimize leveraging of external funding opportunities such as local, regional, State, and Federal sources available through Project Sponsor local funds, Senate Bill 1, State Transportation Improvement Program funds, Regional Measures, Federal Programs.

3. MEASURE B AND MEASURE BB COMMITMENTS

The following attachments reflect current 1986 Measure B, 2000 Measure B and 2014 Measure BB commitments and allocations. These investments have yielded significant leveraging of external fund sources such as the Senate Bill 1, Regional Measure 3, and State Transportation Improvement Program funds.

ACTC_AR1088

Alameda CTC 1986 Measure B Capital Program
Strategic Plan - Project Commitment and Allocation Summary
Remaining Active Capital Projects

ACTA No.	ACTA No. Title	Total 1986 Measure B Commitment ($ x 1,000)	Total Amount Allocated To Date ($ x 1,000)	Remaining Programmed Balance (Un-Allocated) ($ x 1,000)
MB226	I-880 to Mission Blvd East-West Connector	$ 88,871	$ 88,871	$ -
MBVar	Program-Wide and Project Closeout Costs	$ 5,750	$ 5,750	$ -
	Totals	**$ 94,621**	**$ 94,621**	**$ -**

Notes:

The Program-Wide and Project Closeout Costs (MBVar) commitment is programmed and allocated for program-wide and project closeout activities related to multiple projects and the capital program overall such as post-project obligations, financial closeout, right of way transfers, ongoing coordination with projects implemented by others etc.

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Alameda CTC 2000 Measure B Capital Program
Strategic Plan - Project Commitment and Allocation Summary

ACTIA No.	ACTIA No. Title	Total 2000 Measure B Commitment ($ x 1,000)		Total Amount Allocated To Date ($ x 1,000)	Remaining Programmed Balance (Un-Allocated) ($ x 1,000)
01	ACE Capital Improvements	$ 13,184		$ 13,184	$ -
02	BART Warm Springs Extension	$ 224,448		$ 224,448	$ -
03	BART Oakland Airport Connector	$ 89,052		$ 89,052	$ -
04	Oakland Downtown Streetscape Project	$ 6,358		$ 6,358	$ -
05	Fruitvale Transit Village - 5A/5B	$ 4,435		$ 4,435	$ -
06	Union City Intermodal Station	$ 12,561		$ 12,561	$ -
07	San Pablo/Telegraph Corridors - AC Transit	$ 24,444		$ 24,444	$ -
08	I-680 Express Lanes	$ 35,197	#	$ 35,197	$ -
09	Iron Horse Transit Route	$ 6,267		$ 6,267	$ -
10	I-880/Broadway-Jackson Interchange	$ 8,101		$ 8,101	$ -
11	I-880/Washington Avenue Interchange	$ 1,335		$ 1,335	$ -
12	I-580 Interchange Improvements in Castro Valley	$ 11,525		$ 11,525	$ -
13	Lewelling Boulevard/East Lewelling Boulevard	$ 13,104		$ 13,104	$ -
14	I-580 Auxiliary Lanes	$ 13,029		$ 13,029	$ -
15	I-880/Route 92/Whitesell Drive Interchange	$ 27,037		$ 27,037	$ -
16	Oakland Local Streets and Roads	$ 5,278		$ 5,278	$ -
17	Hesperian Boulevard/Lewelling Boulevard Widening	$ 1,264		$ 1,264	$ -
18	Westgate Parkway Extension	$ 8,518		$ 8,518	$ -
19	East 14th St/Hesperian Blvd/150th St Improvements	$ 3,218		$ 3,218	$ -
20	Newark Local Streets	$ 1,422		$ 1,422	$ -
21	I-238 Widening	$ 81,022		$ 81,022	$ -
22	I-680/I-880 Cross Connector Studies	$ 1,233		$ 1,233	$ -
23	Isabel Avenue - Route 84/I-580 Interchange	$ 26,529		$ 26,529	$ -
24	Route 84 Expressway Widening	$ 96,459		$ 96,459	$ -
25	Dumbarton Corridor Improvements (Newark and Union City)	$ 19,367		$ 6,078	$ 13,289
26	I-580 Corridor/BART to Livermore Studies	$ 41,831		$ 41,831	$ -
27	Emerging Projects	$ 10,251		$ 10,251	$ -
	Totals	**$ 786,469**		**$ 773,180**	**$ 13,289**

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Alameda CTC 2014 Measure BB Program
All TEP Commitments and Allocations Summary

5/28/20

TEP ID	Type	Title	Total Measure BB Commitment	Total Programmed to Date	Total Amount Allocated To Date	Total Remaining Commitment Balance (Un-Allocated)
07	Disc	Transit: Operations, Maintenance and Safety Program- Innovative Grant Funds		$ 23,500,000	$ 2,800,000	
08	Fixed Program	Affordable Student Transit Pass Program	$ 15,000,000	$ 15,000,000	$ 15,000,000	$ -
12	Disc	Coordination and Service Grants (Paratransit)		$ 3,042,000	$ 1,855,000	
13	Named	Telegraph Ave/East 14th/International Blvd Project	$ 10,000,000	$ 10,000,000	$ 10,000,000	$ -
14	Named	Alameda to Fruitvale BART Rapid Bus	$ 9,000,000	$ 9,000,000	$ 1,350,000	**$ 7,650,000**
15	Named	Grand/MacArthur BRT	$ 6,000,000	$ 97,000	$ 97,000	**$ 5,903,000**
16	Named	College/Broadway Corridor Transit Priority	$ 10,000,000	$ 100,000	$ 100,000	**$ 9,900,000**
17	Named	Irvington BART Station	$ 120,000,000	$ 19,210,000	$ 19,210,000	**$ 100,790,000**
18	Named	Bay Fair Connector/BART METRO	$ 100,000,000	$ 5,585,000	$ 5,585,000	**$ 94,415,000**
19	Named	BART Station Modernization and Capacity Program	$ 90,000,000	$ 10,000,000	$ 10,000,000	**$ 80,000,000**
20	Named	BART to Livermore Extension, Phase 1	$ 400,000,000	$ -	$ -	**$ 400,000,000**
21	Disc-Cap	Dumbarton Corridor Area Transportation Improvements	$ 120,000,000	$ 17,077,000	$ 17,077,000	**$ 102,923,000**
22	Named	Union City Intermodal Station	$ 75,000,000	$ 51,000	$ 51,000	**$ 74,949,000**
23	Disc-Cap	Railroad Corridor Right of Way Preservation and Track Improvements	$ 110,000,000	$ -	$ -	**$ 110,000,000**
24	Named	Oakland Broadway Corridor Transit	$ 10,000,000	$ 4,050,000	$ 4,050,000	**$ 5,950,000**
25	Named	Capitol Corridor Service Expansion	$ 40,000,000	$ -	$ -	**$ 40,000,000**
26	Disc-Cap	Congestion Relief, Local Bridge Seismic Safety	$ 639,000,000	$ 186,397,000	$ 178,200,000	**$ 460,800,000**
27	Disc-Cap	Countywide Freight Corridors	$ 161,000,000	$ 122,026,000	$ 119,026,000	**$ 41,974,000**
29	Named	I-80 Gilman Street Interchange Improvements	$ 24,000,000	$ 12,000,000	$ 12,000,000	**$ 12,000,000**
30	Named	I-80 Ashby Interchange Improvements	$ 52,000,000	$ 9,600,000	$ 9,600,000	**$ 42,400,000**
31	Named	SR-84/I-680 Interchange and SR-84 Widening	$ 122,000,000	$ 122,000,000	$ 122,000,000	$ -
32	Named	SR-84 Expressway Widening (Pigeon Pass to Jack London)	$ 10,000,000	$ 10,000,000	$ 10,000,000	$ -
33	Named	I-580/I-680 Interchange Improvements	$ 20,000,000	$ -	$ -	**$ 20,000,000**
34	Named	I-580 Local Interchange Improvement Program	$ 28,000,000	$ 1,380,000	$ 1,380,000	**$ 26,620,000**
35	Named	I-680 HOT/HOV Lane from SR-237 to Alcosta	$ 60,000,000	$ 60,000,000	$ 60,000,000	$ -
36	Named	I-880 NB HOV/HOT Extension from A Street to Hegenberger	$ 20,000,000	$ -	$ -	**$ 20,000,000**
37	Named	I-880 Broadway/Jackson Multimodal Transportation and Circulation Improvements	$ 75,000,000	$ 5,000,000	$ 5,000,000	**$ 70,000,000**
38	Named	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	$ 60,000,000	$ 5,675,000	$ 5,675,000	**$ 54,325,000**
39	Named	I-880 Industrial Parkway Interchange Improvements	$ 44,000,000	$ 5,575,000	$ 5,575,000	**$ 38,425,000**
40	Named	I-880 Local Access and Safety Improvements	$ 85,000,000	$ 32,308,000	$ 32,308,000	**$ 52,692,000**
41	Disc	Freight and Economic Development Program		$ 7,600,000	$ 7,600,000	
42	Disc-Cap	Gap Closure on Three Major Trails	$ 264,000,000	$ 32,133,000	$ 20,133,000	**$ 243,867,000**
44	Disc	Bicycle and Pedestrian Grant Program		$ 8,198,000	$ 8,198,000	
45	Disc	Community Investments That Improve Transit Connections to Jobs and Schools		$ 46,363,000	$ 45,333,000	
46	Disc	Technology, Innovation & Development Program		$ 12,300,000	$ 12,300,000	
		Subtotal (Fixed Commitments)	**$ 2,779,000,000**	**$ 694,264,000**	**$ 663,417,000**	$ 2,115,583,000
		Subtotal (Percentage Based)		**$ 101,003,000**	**$ 78,086,000**	
		Subtotal (Fixed + Percentage)		**$ 795,267,000**	**$ 741,503,000**	

Alameda CTC 2014 Measure BB Program
All TEP Commitments and Allocations Summary

5/28/20

TEP ID	Type	Title	Total Measure BB Commitment	Total Programmed to Date	Total Amount Allocated To Date	Total Remaining Commitment Balance (Un-Allocated)
DIRECT LOCAL DISTRIBUTIONS (DLD)						
01	DLD	Transit: Operations, Maintenance and Safety Program - AC Transit		$ 111,818,704	$ 111,818,704	
02	DLD	Transit: Operations, Maintenance and Safety Program -ACE		$ 5,947,803	$ 5,947,803	
03	DLD	Transit: Operations, Maintenance and Safety Program -BART		$ 2,973,902	$ 2,973,902	
04	DLD	Transit: Operations, Maintenance and Safety Program - WETA		$ 2,973,902	$ 2,973,902	
05	DLD	Transit: Operations, Maintenance and Safety Program -LAVTA		$ 2,973,902	$ 2,973,902	
06	DLD	Transit: Operations, Maintenance and Safety Program -UC Transit		$ 1,486,951	$ 1,486,951	
09	DLD	City-based and Locally Mandated Direct Allocations (paratransit)		$ 17,843,409	$ 17,843,409	
10	DLD	East Bay Paratransit Consortium - AC Transit		$ 26,765,115	$ 26,765,115	
11	DLD	East Bay Paratransit Consortium - BART		$ 8,921,705	$ 8,921,705	
28	DLD	Local Streets Maintenance and Safety Program (DLD)		$ 118,956,068	$ 118,956,068	
43	DLD	Bicycle and Pedestrian Direct Allocations to Cities and County		$ 17,843,410	$ 17,843,410	
		Subtotal (DLD)		**$ 318,504,870**	**$ 318,504,870**	

SUMMARY TOTAL

Subtotal (Fixed + Percentage)	**$ 3,445,000,000**	**$ 795,267,000**	**$ 741,503,000**	**$ 2,614,892,000**
Subtotal (DLD)		**$ 318,504,870**	**$ 318,504,870**	
Total (Fixed+Percentage+DLD)		**$ 1,113,771,870**	**$ 1,060,007,870**	

Notes:

1. Measure BB Commitments are dollar amounts identified for specifically named projects and discretionary capital programs identified in the 2014 Transportation Expenditure Plan.
2. Discretionary categories are percentage based of generated program revenues.
3. Direct Local Distributions allocations shown are actuals from April 1, 2015 through June 30, 2019.

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Alameda County Transportation Commission
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1. **Call to Order**

2. **Roll Call**
   A roll call was conducted. All members were present with the exception of Commissioners Haggerty and Mei.

   Commissioner Cox attended as an alternate for Commissioner Chan. Commissioner Cavenaugh attended as an alternate for Commissioner McBain.

   Subsequent to the roll call:
   Commissioners Haggerty and Mei arrived during item 5.

3. **Public Comment**
   There were no public comments.

4. **Chair and Vice Chair Report**
   Chair Cutter thanked the Commissioners, staff and members of the public for their cooperation and patience in adjusting to the ways in which the agency is conducting public meetings remotely. She stated that it is important that we continue our commitment to support transportation projects, programs, transit operations, jobs and mobility during this crisis. She noted during May, staff have been leading remote planning area briefings with Commissioners and alternates in the Central, East, and South planning areas of the county. Commissioner Cutter thanked Commissioners Haggerty and Dutra-Vernaci who are Alameda CTC's representatives on MTC for their support of projects, including significant funding approvals at the MTC meeting.

   Vice Chair Bauters provided instructions to the Commission regarding technology procedures including instructions on administering public comments during the meeting.

5. **Executive Director Report**
   Tess Lengyel confirmed that Alameda CTC is continuing to garner major external funding and policy actions that support the agency's planning, projects, and programs. Ms. Lengyel gave commendations to Vivek Bhat and the Programming Team for working with the MTC to receive $230 Million for Alameda CTC projects and she noted that the agency is continuing to leverage funds for state competitive grants. Ms. Lengyel informed the Commission that the express lanes will reopen on June 1, 2020 with a modified toll rate.

6. **Consent Calendar**
   6.1. Approve April 23, 2020 Commission Meeting Minutes
   6.2. FY2019-20 Third Quarter Report of Claims Acted Upon Under the Government Claims Act

6.3. Receive 2019 Alameda CTC Annual Report

6.4. Approve Alameda CTC Investment Policy

6.5. Approve Alameda CTC FY2019-20 Third Quarter Consolidated Financial Report

6.6. Approve Alameda CTC FY2019-20 Third Quarter Investment Report

6.7. Approve an amendment to the Alameda CTC Administrative Code in order to create the Multi-Modal Committee and clarify other management and administrative items of the Commission

6.8. Approve 2020 Comprehensive Investment Plan Update

6.9. Approve actions necessary to facilitate project advancement into the construction phase for I-80 Gilman Interchange Improvements Project

6.10. Approve Amendment No. 3 to Agreement 15R390000 with the California Highway Patrol for I-580 Express Lanes Enforcement Services

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

6.12. 2020 Countywide Transportation Plan: Community-Based Transportation Plan Update

Commissioner Halliday moved to approve the Consent Calendar. Commissioner Marchand seconded the motion. The motion passed with the following votes:

Yes:	*Arreguin, Bauters, Carson, Cavenaugh, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Haggerty, Halliday, Haubert, Kaplan, Marchand, Mei, Miley, Ortiz, Pilch, Saltzman, Thao, Thorne, Valle*
No:	*None*
Abstain:	*None*
Absent:	*None*

7. Finance and Administration Committee (FAC)

7.1 Approve the Alameda CTC FY2020-21 Proposed Budget

Patricia Reavey recommended that the Commission approve the Alameda CTC Proposed Budget for FY2020-21. Ms. Reavey stated that the Proposed Budget includes revenues and expenditures necessary to provide vital programs and planning projects for Alameda County to deliver significant capital projects that expand access and improve mobility in Alameda County consistent with the Comprehensive Investment Plan. She reviewed significant programming, planning, and programs activities accounted for in the proposed budget. Ms. Reavey noted key significant capital projects that are also included in the proposed budget and she reviewed the proposed consolidated budget revenues and expenditures in detail.

Ms. Reavey informed the Committee how the effects of COVID-19 impacted Alameda CTC's projected revenues in the proposed budget versus the current FY2019-20 budget. Ms. Reavey stated that sales tax revenues in the proposed budget decreased by $30 million from FY2019-20 budget, express lanes revenues decreased $7.2 million, and investment income decreased $5.6 million due to changing market conditions. Ms. Reavey stated that the current market downturn will not affect the ability of delivery of Measure B programs. With the market

downturn, Alameda CTC may need to get external financing to keep the projects on track.

Commissioner Saltzman commented that she is uncomfortable with the budget because it seems too optimistic. Ms. Lengyel stated staff has been in contact with partner agencies and economists across the state and the assumptions in this budget are in line with other agencies. She noted that staff thought that express lanes would have been closed longer, but they're opening on June 1, 2020. Ms. Lengyel stated that with the analysis that was done this is an appropriate level of the budget and if there are changes needed, staff will bring a modified budget back to the Commission.

Commissioner Saltzman asked how will spending be structured. Ms. Reavey said that staff took a conservative approach to expenses in the budget. She noted that Alameda CTC may look at external financing if the agency needs additional funding. Ms. Reavey stated that Alameda CTC has a net increase in the fund balance and there are reserves if needed.

Commissioner Dutra-Vernaci asked for additional information about reserves. Ms. Reavey stated there are different categories of reserves. The fund balance reserve can be used in catastrophic situations. Ms. Reavey noted that the Alameda CTC has enough cash flow at this time; however, it would take about 18 months of preparation to apply for external financing. Ms. Reavey assured the Commission that the agency is monitoring the sales tax projections and adjustments to the budget will be made if necessary.

Commissioner Arreguin asked will Alameda CTC be able to fund all of the projects that were anticipated funding for the next year. Ms. Lengyel stated that the agency is in a good place to move forward with projects.

Commissioner Arreguin asked how will the CTP be impacted in terms of new projects. Ms. Lengyel stated that the CTP is a 30-year plan and projections show that the agency will exceed the 2014 Transportation Expenditure Plan estimate. Alameda CTC uses a "pay as we go" method for projects, funding them in phases.

Commissioner Arreguin raised an issue of the impact transit operators are experiencing in the drop of ridership and if the drop continues transit agencies will need more of Alameda CTC support.

Commissioner Pilch asked for an explanation on the ramp up shown on the Measure BB projected revenue slide. Ms. Reavey stated that the ramp up is in FY2021-22 when Measure B expires and Measure BB will go from a half-cent sales tax to a full cent sales tax.

Commissioner Halliday asked if Alameda CTC receives sales tax from online sales. Ms. Reavey affirmed that Alameda CTC receives those funds, but they are not disaggregated from other sales tax receipts when we receive them.

Commissioner Pilch moved to approve this item. Commissioner Dutra-Vernaci seconded the motion. The motion passed with the following votes:

Yes:	*Arreguin, Bauters, Carson, Cavenaugh, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Haggerty, Halliday, Haubert, Kaplan, Marchand, Mei, Miley, Ortiz, Pilch, Saltzman, Thao, Thorne, Valle*
No:	*None*
Abstain:	*None*
Absent:	*None*

8. Planning, Policy and Legislation Committee (PPLC)

8.1. Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Tess Lengyel stated that the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) requested that Alameda CTC amend the 2014 Measure BB Transportation Expenditure Plan (TEP) to add Valley Link and move $400 million from the BART to Livermore TEP project to Valley Link and remove the BART to Livermore project. She noted that the TEP amendment process requires a 45-day comment period for all jurisdictions in Alameda County. Michael Tree, Executive Director of the TVSJVRRA, provided an overview of the project background, project description, schedule and current funding. Ms. Lengyel recommended that the Commission approve beginning the comment period for an amendment to the TEP. The TEP amendment would include four elements: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and 4) make associated technical amendments. Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. She stated that this is an action item and requires 2/3 approval by the full Commission according to the Implementing Guidelines of the 2014 TEP.

Zack Wasserman, Alameda CTC legal counsel, stated that the action requires two-third weighted in-person votes to be approved.

The following public comments were heard during the meeting:

- Jason Bezis stated he did not support staff's recommendation and noted his concerns about the $400 Million being used by San Joaquin residents and not Alameda County.
- BART Director John McPartland stated that he supports staff's recommendation.
- Pat Piras, on behalf of the Sierra Club, urged Alameda CTC to defer this action and requested Alameda CTC respond to the letters and comments before the end of the 45-day comment period.
- Gerald Cauthen expressed his opposition to staff's recommendation.

The following Public comment letters were received by the noticed deadline:

- Alameda County Taxpayers Association [ACTA] – Oppose staff's recommendation
- BART Director John McPartland – Support of staff's recommendation
- BART General Manager Robert Powers – Support of staff's recommendation
- Jim Wunderman writes on behalf of the Bay Area Council – Support of staff's recommendation
- Gerald Cauthen, President and co-founder of the Bay Area Transportation Working Group – Oppose staff's recommendation
- Andreas Culver, Secretary-Treasurer, of the Alameda County Building and Construction Trades Council – Support of staff's recommendation
- Ronald P. Gerhard, Chancellor of the Chabot-Los Positas Community College District – Support of staff's recommendation
- Linda Smith, City Manager of the City of Dublin – Support of staff's recommendation
- John Marchand, Mayor of the City of Livermore – Support of staff's recommendation
- Nelson Fialho, City Manager of the City of Pleasanton – Support of staff's recommendation
- Tim Sbranti, on behalf of the business and civic leaders who comprise the Innovation Tri-Valley Leadership Group – Support of staff's recommendation
- Rafael Gonzalez on behalf of Laborers' Local 304 – Support of staff's recommendation
- David Haubert on behalf of the Livermore Amador Valley Transit Authority – Support of staff's recommendation
- Steve Van Dorn, President and CEO of the Pleasanton Chamber of Commerce – Support of staff's recommendation
- David Schonbrunn, President of the Train Riders Association of California, writes to urge the Commission to defer action on amending the Expenditure Plan for Measure BB until Alameda CTC receives an environmental impact report for Valley Link

Commissioner Haubert commented that this is a long-established and much needed project because traffic will continue heavily through the I-580 corridor. He stated that this project directly benefits Alameda County.

Commissioner Pilch stated that he would rather have stations placed around existing density rather than build new stations. He expressed his concerned about having a new transit agency and which agency will run the agency; however, he stated he is in favor of rail infrastructure and if it can move freight it would be great.

Commissioner Valle asked how many miles of rail are in Alameda County and San Joaquin County. Mr. Tree said there are 11.5 miles on the 580 section, 12.5 miles in Altamont corridor, and 17.5 miles in San Joaquin.

Commissioner Valle asked has TVSJVRRA undertook a sales tax measure to support their portion of the project. Mr. Tree said that similar to FASTER Bay Area, TVSJVRRA is looking toward San Joaquin Council of Governments to include a sales tax measure in November 2022.

Commissioner Arreguin stated that he supports the requested action and amending the TEP. He noted that this will fund the portion of the project in Alameda County.

Commissioner Saltzman asked why is there an urgency to move this project forward now. Ms. Lengyel stated that this request came to Alameda CTC eight months ago and staff did due diligence with reviewing the request. She noted that the $400 million is only for the construction of the project and the project must have full funding before the $400 million is used.

Commission Saltzman asked what is the process to undo this action if the TVSJVRRA is not able to fund their portion of the project. Ms. Lengyel stated that this project will follow the same implementing guidelines as other projects in the TEP. If the project is not able to move forward, it is up to the Commission to decide how any unused funds will be allocated.

Commissioner Kaplan asked what would be the timeline and strategy for the evaluation and alternatives. Ms. Lengyel stated that the projects must go through the environment process, which includes California Environmental Quality Act analysis and the National Environmental Policy Act process and they are required to look at alternatives in that process.

Commissioner Kaplan requested that Alameda CTC get the responses to the Sierra Club and they come back to the Commission. Ms. Lengyel said the comments received will be incorporated in a table and the responses will be included.

Commissioner Kaplan asked if a project is added to the expenditure plan is the funding automatic. Ms. Lengyel stated the final allocation of funds comes to the Commission for approval for all Alameda CTC projects.

Commissioners Arreguin, Dutra-Vernaci, Haubert, Marchand, and Mei confirmed that this project will benefit Alameda County and all of the cities along the corridor and BART supports Valley Link. They noted that connecting the mega-region is important and the green house gas reduction is immense. The Commissioners also support staff's recommendation.

Commissioner Ortiz thanked Ms. Lengyel and Mr. Tree for presenting this item to the AC Transit Board and noted that AC Transit Board authorized Commissioner Ortiz to support the 45-day comment period.

Commissioner Carson asked if the 45-day comment period is open to the general public. Ms. Lengyel stated that the TEP specifies that the comment period is open to all jurisdictions in Alameda County. She stated that each jurisdiction has their own process for hearing comments from the public and that comments will also be heard at all Alameda CTC meetings where the item is agendized. Mr. Wasserman stated that the public will have numerous opportunities to comment during this period either at their local jurisdictions or at Alameda CTC public meetings.

Commissioner Carson asked how will Alameda CTC ensure that Measure BB funds will not be spent outside of Alameda County. Ms. Lengyel stated that a detailed funding agreement will specify where the funds will be spent and she reminded that Commission that none of the funds can be expended until the project is fully funded.

Commissioner Haggerty moved to approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and 4) make associated technical amendments. Commissioner Haubert seconded the motion. The motion passed with the following votes:

Yes:	*Arreguin, Bauters, Carson, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Haggerty, Halliday, Haubert, Kaplan, Marchand, Mei, Miley, Ortiz, Thorne, Valle*
No:	*Saltzman*
Abstain:	*None*
Absent:	*Cavenaugh*, Pilch, Thao*

**Commissioner Cavenaugh was present during the vote, however her voice could not be captured. She later reported on the record that she was having technical issues and although she was not able to unmute during the voting, she heard the discussion and would have voted Yes on the motion.*

8.2. Federal, state, regional, and local legislative activities update

Carolyn Clevenger gave an update on federal, state, regional, and local legislative activities. Ms. Clevenger noted that given the current COVID-19 circumstances we are in, bills that the Alameda CTC took positions on are now considered dead for this session. She mentioned that discussions are underway regarding a potential stimulus bill that would include funding for infrastructure, in addition to the CARES Act funding. The current federal authorization, the FAST Act, is set to expire this fall and staff is working with the Commission Chair and Vice Chair to schedule remote briefings with Alameda CTC's federal delegation in June. Ms. Clevenger noted that to prepare for the stimulus efforts, staff worked closely with local jurisdictions to identify priority projects and investment to consider should a bill develop and an updated list is in the packet.

9. Commission Member Reports

There were no member reports.

10. Adjournment

The next meeting is Thursday, June 25, 2020 at 2:00 p.m.

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ALAMEDA County Transportation Commission

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

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Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

May 28, 2020

Mr. Joe Wallace
AC Transit Board of Directors
1600 Franklin St.
Oakland, CA 94612

Via Email: jwallace@actransit.org

Re: Alameda County Transportation Commission 2014 Measure BB Transportation Expenditure Plan Amendment Comment Period

Dear Mr. Wallace,

In November 2014, voters in Alameda County approved Measure BB, authorizing an extension of the existing transportation sales tax (Measure B), administered by the Alameda County Transportation Commission (Alameda CTC). The 2014 Transportation Expenditure Plan (2014 TEP) guides the investments of Measure BB revenues toward capital projects and programs that improve the countywide transportation system.

On May 28, 2020, the Alameda CTC Commission voted to initiate a comment period for comments by jurisdictions in Alameda County on a proposed amendment to the 2014 TEP to replace the BART to Livermore project with the "Valley Link" project. The 2014 TEP Implementing Guidelines specify that all jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

Proposed Amendment

In September 2019, the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) requested that Alameda CTC amend the 2014 TEP to replace the BART to Livermore project that is in the 2014 TEP with the Valley Link rail project, and transfer the associated $400 million that was identified for BART to Livermore to the Valley Link project. The TVSJVRRA was created in 2017 by the State Legislature (Assembly Bill 758) for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County. In 2017, BART released the Draft Environmental Impact Report for the BART to Livermore project, which had been under consideration for many years. In May 2018, the BART Board voted to certify the Final EIR and also passed a motion directing the BART General Manager to not advance an alternative, effectively

passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The amendment that has been requested to be made to the 2014 TEP includes the following key elements:

1. Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds.

2. Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.

3. Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.

4. Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above.

A detailed description of the proposed amendment and background can be found in the attached Alameda CTC Commission staff report.

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP) that is proposed to be removed:

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies

and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP, as detailed in the attached Alameda CTC Commission staff report.

Comment Period

On May 28, 2020 the Alameda CTC Commission voted to initiate the comment period. The 45-day comment period closes on July 13, 2020. Given the current shelter in place in effect in Alameda County, comments can be submitted electronically to: tepamendment@alamedactc.org, or by mail to the ACTC office.

Email: tepamendment@alamedactc.org, or

Address: 1111 Broadway, 8th Floor
Oakland, CA 94607

After the 45-day comment period, Alameda CTC staff will review and analyze the comments received and present the proposed amendment and comments to the Alameda CTC Planning, Policy and Legislation Committee for consideration and recommendation to the full Commission for action. To modify and amend the TEP, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners.

If you have any questions regarding this item, please contact me at tlengyel@alamedactc.org or 510.208.7402.

Sincerely,



Tess Lengyel
Executive Director

Attachment: May 28, 2020 Alameda CTC Commission Staff Report

cc: Michael Hursh, General Manager
AC Transit
mhursh@actransit.org

ALAMEDA County Transportation Commission

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

Memorandum

8.1

DATE:	May 21, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Recommendation

It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request (Attachment A) for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and 4) make associated technical amendments. Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. This is an action item and requires 2/3 approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Summary

The 2014 Measure BB TEP included $400 million for BART to Livermore. Since that time, a significant number of developments have occurred on the project and in the project area, as detailed in the Project Background section of this memo. The TVSJVRRA was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

In 2017, BART released the Draft Environmental Impact Report for BART to Livermore. In May 2018 the BART Board voted to certify the Final EIR. The Board also passed a motion directing the General Manager to not advance an alternative, effectively passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The TVSJRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the $400 million from the BART to Livermore TEP project to Valley Link. The TEP amendment process, as detailed later in this memo, requires a 45-day comment period by jurisdictions in Alameda County. This recommended action would authorize the initiation of the 45-day comment period. Staff will then return to PPLC and the Commission after the completion of the comment period for final action on the proposed TEP amendment. Once a final amendment is recommended to the Commission after the comment period, a 2/3 vote by the Commission is needed per the TEP Implementing Guidelines.

The proposed amendment includes the following elements, which are documented in Attachments B and C:

1) Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds (Attachment B, Plan Amendment Resolution).
2) Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.
3) Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.
4) Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above (as shown in Attachment C, TEP Redline Markups).

Project Background

A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years, there have been efforts by many residents, local elected officials, and other stakeholders to extend the BART alignment to Livermore, including planning, funding and project development efforts.

Regional and State Rail Planning

In 2007, the San Francisco Bay Area Regional Rail Plan developed by the Metropolitan Transportation Commission (MTC) identified the BART to Livermore extension as an important inter-regional rail connection. The Regional Rail Plan envisioned that BART should connect to the ACE train service in Livermore in order to provide a reliable and fast transit option for the growing congestion over the Altamont Pass and along the I-580 corridor. The importance of rail service between the Tri-Valley and San Joaquin Valley was reiterated in the 2018 California State Rail Plan, which calls for a Tri-Valley rail hub and increased rail frequencies and connectivity over the Altamont Corridor.

BART to Livermore Project

By the 1980s, the extension of BART further east in the Tri-Valley was already under serious consideration. In the mid-1980s, BART purchased a potential site for a future station near the Isabel Avenue and Interstate 580 interchange and a site in the vicinity of Greenville Road and Interstate 580 for purposes of preserving land for a potential station and yard/maintenance facility. In 1997, the Dublin/Pleasanton line was opened, with a West Dublin station added in 2011.

Numerous local and regional transportation measures have included support for BART to Livermore, starting with the 1986 Alameda County Measure B, which included $170 million for a "Rail extension to Dublin Canyon". The 2000 TEP included funding of $8.7 million for "I-580 Corridor/BART to Livermore Studies". Measure BB included $400 million in the 2014 TEP for "BART to Livermore". The project also received Regional Measure 1 bridge toll funding to advance planning and environmental work. In June 2018, Bay Area voters approved Regional Measure 3, which includes $100 million for "Tri-Valley Transit Access Improvements."

In 2010, after two years of analysis, BART completed a Program Environmental Impact Report (EIR) that evaluated the feasibility of five potential station sites and 10 different alignments for the BART to Livermore extension. In 2012, the BART Board of Directors directed its staff to advance the conceptual engineering and environmental review of a one-station extension to Isabel Avenue (Proposed Project), as well as to coordinate with the City of Livermore on the land use planning around the future station site.

In 2014, Alameda County voters approved Measure BB to fund the 2014 TEP, which includes $400 million in dedicated funding for the BART to Livermore extension. Measure BB commits funds to support construction of the extension of BART in the I-580 corridor using the most effective and efficient technology.

On July 31, 2017, BART released the Draft Project EIR evaluating the Proposed Project and alternatives. In May 2018, BART released the Final Project EIR. The BART Board certified the Final Project EIR on May 24, 2018 and directed staff to not advance a specific project.

As major transportation project planning and analysis was underway, cities also advanced land use planning around future rail service. The City of Livermore prepared the Isabel Neighborhood Plan and program-level EIR for development around a new station. The Livermore City Council adopted the Isabel Neighborhood Plan and certified the EIR for the Plan in May 2018.

ACEforward Program

The San Joaquin Regional Rail Commission (SJRRC) ACEforward program outlined a vision for a phased rail infrastructure and service improvement plan to increase frequency, increase service reliability, and enhance passenger facilities along the existing ACE service corridor from San Jose to Stockton, and to extend ACE service to Modesto and Merced. The (SJRRC) released a Draft EIR in May of 2017 that was later rescinded; however, the technical

documents developed by the SJRRC for the ACEforward Draft EIR were made available to the TVSJVRRA for advancement of the Valley Link Project Feasibility Report and Draft EIR.

Creation of TVSJVRRA

In 2017 Assemblymembers Catharine Baker and Susan Eggman authored AB 758, which created the TVSJVRRA. The TVSJVRRA is led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal established for the TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system that reflects regional consensus and meet the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with a feasibility report.

AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance the project per AB 758. The TVSJVRRA adopted several goals and policies to guide the development of the project.

A key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

TVSJVRRA Adopted Project Goals:

The following goals were adopted by the TVSJVRRA to address identified regional and economic and transportation challenges:

- Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs.
- Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction, and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link Project Development Policies

The TVSJVRRA adopted several policies to guide the development framework of the project, including the following sustainability and transit-oriented development policies:

- Sustainability Policy: Identifies implementing strategies to achieve a zero emissions system. The adopted Sustainability Policy includes a commitment to encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households. It further directs maximizing benefits to these communities and households in the project planning and design of Valley Link. Four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities.
- Transit Oriented Development (TOD) Policy: Support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:
    - Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
    - Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently submitted by the City of Livermore to MTC/ABAG as a new PDA.

Valley Link Project Description

Valley Link is a proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail services between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

Attachment D includes a summary fact sheet and diagram of the proposed project.

The project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021 respectively.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (per a 2014 TEP amendment), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

Other Agency Actions

Given the project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, the San Joaquin Council of Governments (SJCOG), SJRRC, BART, Alameda CTC and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project:

- MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Resolution Number 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.
- SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.
- BART: BART has committed staff to directly lead the early development of the project due to its expertise in developing and delivering similar projects, such as the e-BART extension to Antioch.
- Alameda CTC, the SJRRC and Caltrans have provided technical reviews of preliminary design plans and documents. In addition, the TVSJRRA is in discussion with the City of Tracy regarding donation of a key 200-acre parcel under City of Tracy ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $20 million and is currently being appraised.

Project Considerations

The project construction will have significant impacts on the I-580 Express Lanes, with major impacts anticipated during construction. The TVSJVRRA staff have been working with Alameda CTC, as well as Caltrans, to identify design and construction considerations. Alameda CTC staff have held several workshops with the project design team to evaluate the preliminary design plans and will continue to be engaged through the ESC and technical groups to provide policy and technical feedback during design development to ensure minimal impacts to the I-580 Express Lanes. Alameda CTC will continue to work closely with the TVSJVRRA as the project design advances, and will also conduct financial analysis to understand potential impacts to toll revenues during construction to ensure revenue losses are addressed.

Proposed Amendments

The amendment that has been requested to be made to the 2014 TEP includes two elements as follows:

- Amend to include the new entity of the TVSJVRRA
- Amend to include the Valley Link Project for $400 million

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP):

BART Extension and System improvements ($710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as provide local funding for a proposed BART extension in the eastern part of the county.

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP. The proposed changes include moving the project from page 18 from the BART section of the TEP to page 20 under the section

"Major Transit Corridor and Commuter Rail Improvements", remove references to BART as the agency leading the rail extension, change references from the BART to Livermore project to Valley Link on pages 2, 3, 14, 18, 19 (map) and add Valley Link to the map on page 21 (see Attachment C).

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements as shown on Attachment C.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Implementing Guidelines Related to this TEP Amendment

Once the 2014 TEP amendments are complete, all the implementing guidelines will be applicable to the project and project sponsor similar to all other TEP projects. Specifically, for this TEP amendment, the following guidelines describe requirements for the amendment as well as the new project sponsor.

4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

8. Strict Project Deadlines: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

Note: any new amendment that adds a project must comply with this provision and the start date of the seven years will be from the date of the adopted amendment.

11. Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring

requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.

14. No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.

18. New Agencies: New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Planning, Policy and Legislation Committee (PPLC)

At the May PPLC meeting, Alameda CTC staff provided the Committee an overview of the amendment process and schedule, and Michael Tree, Executive Director of the TVSJVRRA gave an overview of the project. Discussion focused on questions related to the timing of the need for the amendment and clarification on the action the Commission would be voting on in May. A number of comment letters were received and summarized verbally for the Committee by the Clerk and emailed to the Committee members as received. The set of public comment letters received for the PPLC meeting is included here as Attachment E. Comment letters sent by Commissioners in their capacity as local government officials are not included but may be expressed verbally by Commissioner at the full Commission meeting. PPLC voted unanimously to advance the item to the full Commission.

Next Steps

Upon Commission approval to initiate the TEP amendment process, a 45-day comment period for jurisdictions in Alameda County will commence. Staff will return to the Commission to report on the comments received and to recommend final action by the Commission later this year.

Fiscal Impact: There is no fiscal impact for this item associated with the requested action.

Attachments:

A. Letter from TVSJVRRA Requesting TEP Amendment
B. Draft Resolution for 2014 TEP Amendment
C. Proposed 2014 Measure BB Expenditure Plan Redline Markups and Technical Amendments
D. Valley Link Project Fact Sheet
E. Comment letters received

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Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

8.1A

BOARD OF DIRECTORS

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President, Mountain House

Boardmember Bob Woerner
LAVTA Boardmember

Boardmember Leo Zuber
Vice Chair, ACE

Michael Tree
Executive Director

May 4, 2020

Mayor Pauline Cutter, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, Ca 94607

Dear Chair Cutter,

This letter is intended to supersede the information in the letter written to Chair Valle on September 11, 2019 (attached) as it relates to the language to be amended in the 2014 Transportation Expenditure Plan currently found on page 18. Please use the following language for the amendment:

Valley Link Rail in Alameda County ($400 M)
This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Thank you,

Alameda County Supervisor Scott Haggerty, Chair

cc: Ms. Tess Lengyel, Executive Director, Alameda CTC

Valley Link
Connecting People, Housing, and Jobs

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Director, Mountain House

Boardmember Bob Woerner
LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

September 11, 2019

Supervisor Richard Valle, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Valle,

In May of 2018 the BART Board decided not to extend conventional BART to Livermore in favor of deferring the development of a rail extension project to the newly established Tri-Valley – San Joaquin Valley Regional Rail Authority ("Authority").

In the statute that created the Authority, AB 758 (Eggman/Baker), the Legislature addressed the transfer of local funds to the Authority for the Valley Link project in Section 132658:

> "the unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority's purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 1800000)."

Over the past 18 months, the Authority has been actively engaged in the planning of Valley Link, a passenger rail project that connects with the Dublin/Pleasanton BART station and travels eastward to Livermore and beyond to communities in the Northern San Joaquin Valley. A key element of the Valley Link Funding Plan for the Dublin/Pleasanton connection with BART and rail construction to Livermore is the $400 million in Measure BB that is currently listed in the Alameda County 2014 Transportation Expenditure Plan ("Plan") for the BART to Livermore project. Per the requirements of the Plan, The Tri-Valley – San Joaquin Valley Regional Rail Authority requests the following amendments:

1. The Tri-Valley – San Joaquin Valley Regional Rail Authority, established by AB 758,be included as an eligible recipient of funds.
2. That the following, specific language be amended:

   Move and amend the following language from Page 18 of the Plan to Page 20:

Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

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Boardmember Bob Woerner
LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

~~BART to Livermore~~ Valley Link to Livermore ($400 M)
The project funds Valley Link ~~the first phase of a BART to extension~~ within the I-580 Corridor freeway alignment from the Dublin/Pleasanton BART station to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of or any element of this ~~first phase~~ project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

In accordance with the Alameda County 2014 Transportation Expenditure Plan Implementing Guidelines, the Tri-Valley – San Joaquin Valley Regional Rail Authority understands and can fully comply with the requirements of recipients of Measure BB funds, including, but not limited to, annual audits and compliance reporting, the establishment of separate accounting funds for Measure BB funds, independent Watchdog reviews, performance measures, environmental clearance timelines, timely use of funds, contracting requirements, public reviews and approvals.

Thank you for your consideration,

Alameda County Supervisor Scott Haggerty, Chair

cc: Mr. Art Dao, Executive Director, Alameda CTC

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ALAMEDA County Transportation Commission

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

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Executive Director
Tess Lengyel

Draft

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Resolution No. 20-007

Resolution of the Alameda County Transportation Commission Amending the 2014 Transportation Expenditure Plan to Delete the BART to Livermore Project and add the Valley Link Project

WHEREAS, by action of the governing body ("Commission") of Alameda County Transportation Commission ("Alameda CTC") at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan ("2014 TEP"), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated $400 million to a project identified as "BART to Livermore," constituting the first phase of a San Francisco Bay Area Rapid Transit District ("BART") extension within the I-580 Corridor to serve residents and businesses in that Corridor.

WHEREAS, on May 24, 2018, the BART Board certified the Final Environmental Impact Report for the BART to Livermore project, but declined to approve the project as proposed nor any alternative for the project.

WHEREAS, Assembly Bill (AB) 758, as adopted by the State legislature and signed by the Governor, created the Tri Valley San Joaquin Valley Regional Rail Authority ("TVSJVRRA"), an entity led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal of TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley, to address regional economic and transportation challenges.

WHEREAS, AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance a rail extension in the Corridor, now identified as "Valley Link."

WHEREAS, a key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

WHEREAS, the Valley Link project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (subject to approval of this amendment to the 2014 TEP by the Commission), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

WHEREAS, given that the Valley Link project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (SJRRC), BART, Alameda CTC, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project, as outlined below:

MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.

WHEREAS, the 2014 TEP and Public Utilities Code Section 180207 together provide that the 2014 Plan may be modified if an amendment is approved by a two-thirds vote of the Commission.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended to delete the BART to Livermore Project and all references to that Project;

BE IT FURTHER RESOLVED that the Tri Valley San Joaquin Valley Regional Rail Authority be recognized as an eligible agency for recipient of funds in the 2014 TEP;

BE IT FURTHER RESOLVED that the Valley Link Rail Project in Alameda County with an allocation of $400 Million is placed in the 2014 TEP, described as follows:

This project funds the first phase of a Valley Link rail project from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BE IT FURTHER RESOLVED that the 2014 TEP be amended to include the following specific description of the Valley Link Project:

A proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail. The project is generally shown on the diagram below:

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 28, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

_____ _____

Pauline Russo Cutter, Vanessa Lee,

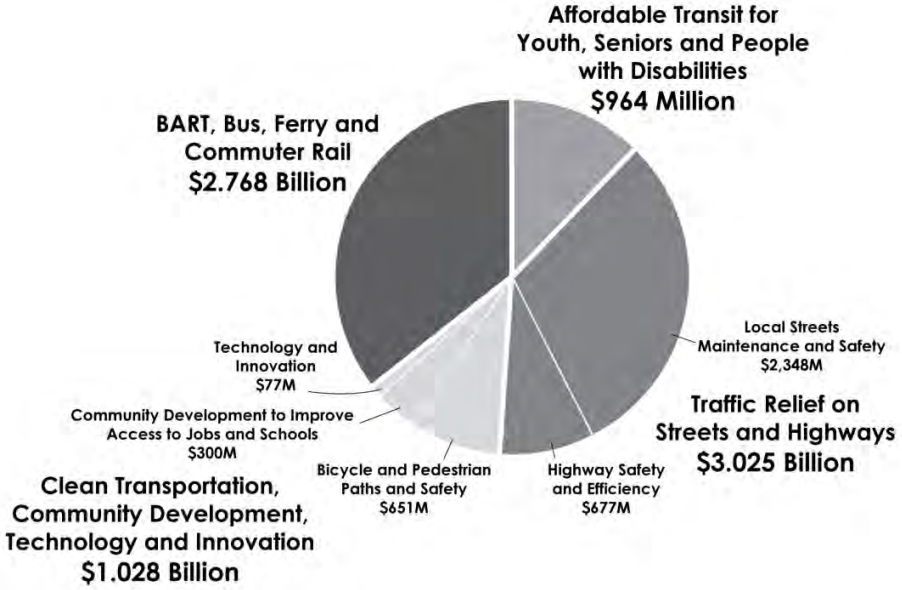
Chair, Alameda CTC Clerk of the Commission

INTRODUCTION

Summary of Investments	FUNDS ALLOCATION* ($ x million)
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	**$1,587**
BART Expansion and Maintenance	$349 ~~$749~~
Bus Operations, Maintenance and Rapid Bus Projects	$1,548
Commuter Rail Improvements	$832 ~~$432~~
Ferry Services in Alameda County	$39
Affordable Transit for Youth, Seniors and People with Disabilities	**$964**
Affordable Youth Transit to School and Transit Innovation	$190
Affordable Transit for Seniors and People with Disabilities	$774
Traffic Relief on Streets and Highways	**$3,025**
City and County Streets*	$2,348
Highway Safety and Efficiency	$677
Clean Transportation, Community Development, Technology and Innovation	**$1,028**
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	$651
Community Development Projects to Improve Access to Jobs and Schools	$300
Technology and Innovation	$77
TOTAL INVESTMENTS (YEAR 2015 TO 2045)**	**$7,785**

Notes:
*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.
**Estimated funds from 2015 to 2045 are anticipated to be almost $8 billion.

$7,785 in Total Investments Year 2015 to 2045



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount ($ x millions)	% of Total Funds
 **BART, Bus, Senior, and Youth Transit (48%)**	Transit: Operations, Maintenance, and Safety Program	AC Transit	$1,455.15	18.8%
		Altamont Commuter Express	$77.40	1.0%
		BART Maintenance	$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	$38.70	0.5%
		Livermore Amador Valley Transit Authority	$38.70	0.5%
		Union City Transit	$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	$15.00	0.19%
		Subtotal	**$1,857.63**	**24%**
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	$232.20	3.0%
		East Bay Paratransit - AC Transit	$348.31	4.5%
		East Bay Paratransit - BART	$116.10	1.5%
		Coordination and Service Grants	$77.40	1.0%
		Subtotal	**$774.01**	**10%**
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	$10.0	**14%**
		Alameda to Fruitvale BART Rapid Bus	$9.0	
		Grand/MacArthur BRT	$6.0	
		College/Broadway Corridor Transit Priority	$10.0	
		Subtotal	**$35.0**	
	BART System Modernization and Expansion	Irvington BART Station	$120.0	
		Bay Fair Connector/BART METRO	$100.0	
		BART Station Modernization and Capacity Program	$90.0	
		~~BART to Livermore~~	~~$400.0~~	
		Subtotal	**$~~710.0~~310.0**	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	$120.0	
		Union City Intermodal Station	$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	$110.0	
		Oakland Broadway Corridor Transit	$10.0	
		Capitol Corridor Service Expansion	$40.0	
		Valley Link	$400.0	
		Subtotal	**$~~355.0~~755.0**	
	TOTAL		**$3,731.64**	**48%**

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.
BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.
All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

ACTC_AR1127

BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments. Funds for operations and maintenance will be provided to transit operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing ~~BART~~ rail system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, $1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

Transit Operations and Maintenance Program (21.55% of net revenue, estimated at $1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) $Millions
AC Transit	18.8%	$1,455
ACE	1.0%	$77
BART Maintenance	0.5%	$39
WETA (ferries)	0.5%	$39
LAVTA (WHEELS)	0.5%	$39
Union City Transit	0.25%	$19
Total Transit Operations	**21.55%**	**$1,668**

Affordable Youth Transit Pass Program ($15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at $175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

ACTC_AR1128

BART STATION ~~EXTENSION~~ AND SYSTEM IMPROVEMENTS ($37~~7~~10 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system~~, as well as provide local funding for a proposed BART extension in the eastern part of the county.~~

~~BART to Livermore ($400 M)~~

~~This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.~~

BART Station Upgrades and System Improvements ($310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.



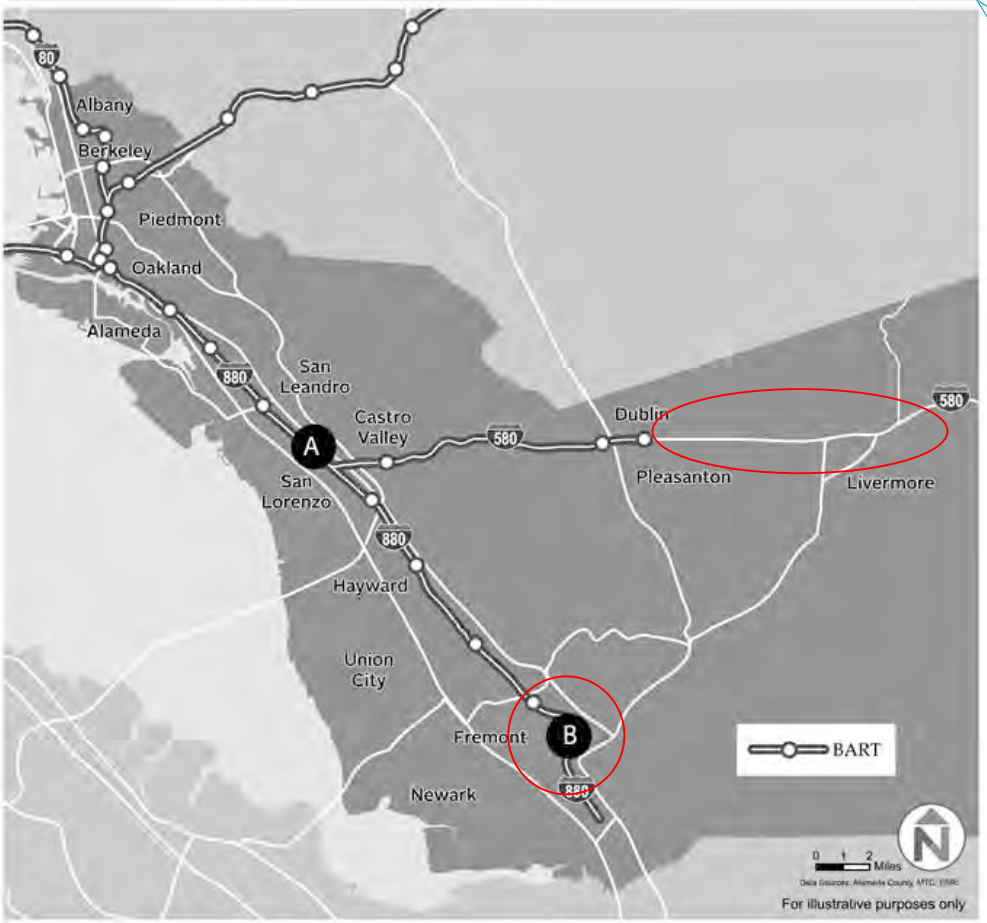
- **The Bay Fair Connector/BART METRO project will receive $100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive $90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.

- **The Irvington BART Station will receive $120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

ACTC_AR1129

BART INVESTMENTS



A Bay Fair Connector / BART METRO

B Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities

Commented [ACTC1]: Bottom circle: The new "B" is Irvington BART Station, and below that removal of "C"

Commented [ACTC2]: Top circle: Removal of the original "B – BART Extension to Livermore (within the I-580 corridor)"

Commented [ACTC3]: Middle circle: Change the original "C – Irvington BART Station" to a new "B"

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS ($~~355~~ 755 M)

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Corridor Area Transportation Improvements ($120 M)

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

Union City Intermodal Station ($75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.



Capitol Corridor Service Expansion ($40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

Railroad Corridor Right of Way Preservation and Track Improvements ($110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

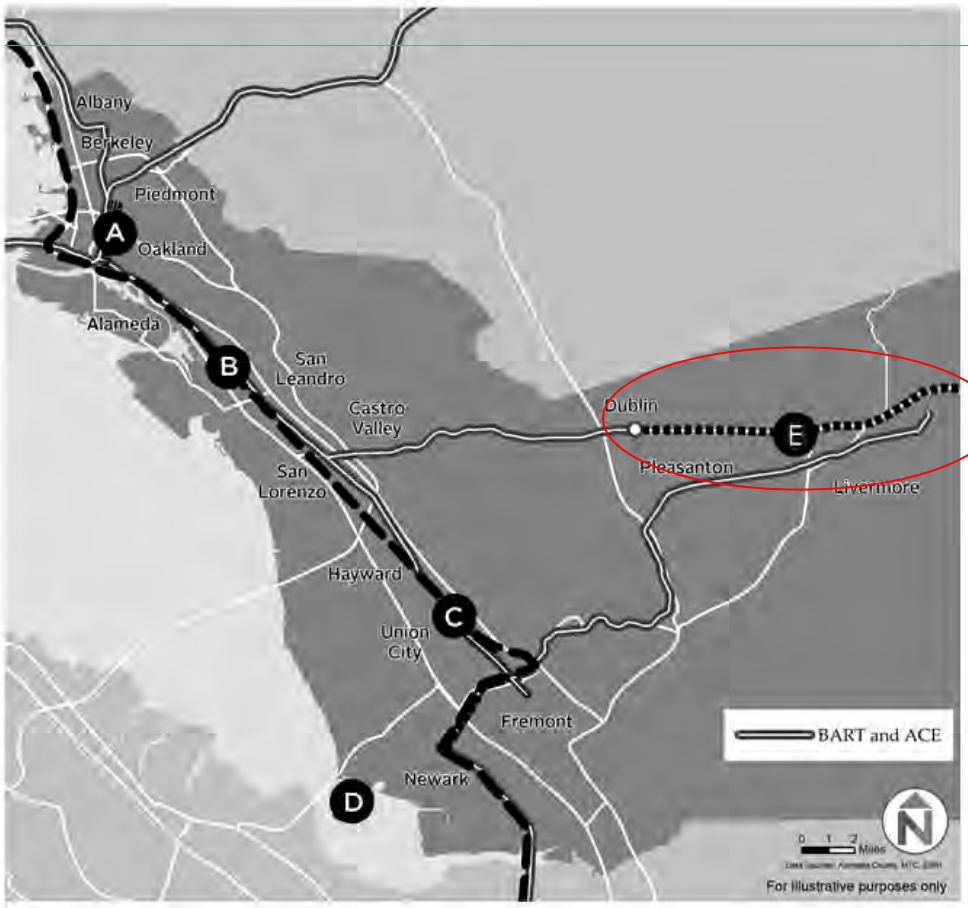
Oakland Broadway Corridor Transit ($10 M)

This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

Valley Link Rail in Alameda County ($400 M)

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



A Broadway Corridor Transit

B Capitol Corridor Service Expansion

C Union City Intermodal Station

D Dumbarton Corridor Area Transportation Improvements

E Valley Link Rail

Not Shown:
- Railroad Corridor Right of Way Preservation and Track Improvements

Commented [ACTC4]: **Both circles:** Addition of "E – Valley Link Rail" on the map and in the legend

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Valley Link

Connecting People, Housing, and Jobs

Fact Sheet

Project Overview

Connecting San Joaquin Valley to the Bay Area. Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

A Seamless Connection to BART. The first phase of service will provide a seamless and timed connection to BART, with service from North Lathrop to the Dublin/ Pleasanton BART station.

Frequent and Reliable Service. Trains will run throughout the day in both directions with the goal of matching BART frequency and hours of operation.

Initial Service Characteristics

	PEAK	OFF-PEAK
Between Dublin/ Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)



As of APRIL 2020

Tri-Valley • San Joaquin Valley REGIONAL RAIL AUTHORITY



By the Numbers

- **9,3500 Bay Area workers** - commuting from San Joaquin Valley today
- **42 Miles** - using existing transportation corridors
- **7 Stations** – Dublin/Pleasanton, Isabel, Mountain House, Tracy, River Islands, North Lathrop
- **78 Minutes** - current average commute each way
- **28 days** – total commute time per year for average commuter
- **75% increase** - commute traffic on I-580 by 2040
- **58% increase** – truck traffic on I-580 by 2040
- **25 daily round-trips** - by Valley Link trains each day in 2040
- **28,000 riders** – estimated in 2040 for Valley Link per day
- **99.4 Million** – reduction in Vehicle Miles Traveled (VMT) per year in 2040
- **33,000 metric tons** – reduction in greenhouse gas emissions (GHG) per year
- **0 Emissions** – battery-electric and hydrogen vehicle technologies under development
- **$2.4 Billion** - cost of Valley Link Phase 1 from Dublin/ Pleasanton BART to North Lathrop, in year of expenditure
- **$628 million** - identified as available for the project:
  - **$400 million** - Measure BB funds
  - **$188 million** - Bridge Toll funds
  - **$40 million - impact fees from the City of Livermore**
- **2027 – target date for Valley Link revenue service**

Project Benefits

Valley Link aims to be a model of sustainability in the design, construction and operation of the system. It is vital to our state's economy, environment and the quality of life in our communities:

- Serves communities and households in the Northern San Joaquin Valley with some of our state's highest poverty rates;
- Promotes equity by maximizing benefits to disadvantaged communities
- Links the Northern California Megaregion's workforce to affordable housing;
- Readily connects our state's future high-speed rail system to BART;
- Provides direct and seamless service to major employment centers in all parts of the Bay Area;
- Provides opportunities for compact transit-oriented development; and
- Will have a significant impact on the reduction of VMT and greenhouse gas emissions.
- Operates on renewable energy

Sources:
Bay Area Economic Institute Valley Link Project Feasibility Report (October 2019)
San Joaquin County Council of Governments

For more information about Valley Link, visit **www.valleylinkrail.com**

Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

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Secretary-Treasurer

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Brick & Tile Layers, #3
Carpenters, #713
Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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Bay Area Transportation Working Group (BATWG)

May 11, 2020

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation Committee

Alameda County Transportation Commission (ACTC)

1111 Broadway, Suite 800 Oakland, CA 94607

Dear Commissioner Ortez:

It has come to our attention that the ACTC is thinking of reallocating the Measure BB funds set aside for the Livermore BART connection to "Valley Link". We urge you to desist.

For one thing such an action would make a mockery of what the Alameda County voters voted for in 2016. For another it would deny the people of Livermore the one good way of getting from their city to the East Dublin BART Station.

At the time the BART Board was considering whether or not to put the Measure BB $400 million toward a proposed $3.2 billion BART extension to Greenville Road, BATWG conducted an extensive investigation of the bus alternative. It was our conclusion that in terms of improving the access of the people of Livermore to BART, well-appointed buses (patterned after the privately-operated hi-tech buses) operating in bus-only lanes would be a far cheaper and better option. At the time we envisioned three separate lines originating in separate parts of Livermore all traveling out-of-traffic, at least during commute hours, to the Station.

Sincerely,

Gerald Cauthen
Co-Founder and President,
Bay Area Transportation Working Group
510 208 5441
www.batwgblog.com

Bay Area Transportation Working Group
3001 Ashbrook Court
Oakland CA 94601
www.batwgblog.com

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From:	Angie Ayers
To:	Angie Ayers
Cc:	Tess Lengyel; Vanessa Lee
Subject:	FW: Bike East Bay comments on Valley Link
Date:	Monday, May 11, 2020 12:23:17 PM

Hello Commissioners,

Please see the below public comment for item 5.1.

Regards,
Angie

Angie Ayers, Associate Administrative Analyst
Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607
Phone: 510.208.7450 direct dial | 510.208.7400 main line
Email: aayers@alamedactc.org Website: www.alamedactc.org
Facebook: www.facebook.com/alamedactc Twitter: @alamedactc

From: Vanessa Lee
Sent: Monday, May 11, 2020 12:20 PM
To: Dave(dave@bikeeastbay.org) Campbell <dave@bikeeastbay.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>; Angie Ayers <aayers@alamedactc.org>
Subject: RE: Bike East Bay comments on Valley Link

Received. Thank you.

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Dave Campbell <dave@bikeeastbay.org>
Sent: Monday, May 11, 2020 12:19 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Bike East Bay comments on Valley Link

Commission

We support transit, and possibly this project too, but have questions and concerns around:

1. The lack of public outreach in Livermore to generate support for this project. Measure BB in Livermore did not get a ton of support and BART was controversial. RM3 get even less support in Livermore. We don't want this project to be controversial like the BART project was. The Isabel Neighborhood Plan was controversial too because of BART. Where are the residents of Livermore on this project?;
2. Hour headways off -peak is poor public transit, and is in fact commuter rail. This corridor needs good transit. What can be done to convert this project from commuter rail to good transit?
3. Can we hear more about the financial crisis and how this project is affected? It's concerning to hear a presentation that does not acknowledge the current financial crisis.

Thank you for more clarifying information.

--
Dave Campbell
Advocacy Director
Bike East Bay
****
Office: 466 Water Street at Jack London Square in Oakland
Mail: PO Box 1736, Oakland, CA 94604
Cell: (510) 701-5971
BikeEastBay.org

Learn how COVID-19 is impacting Bike East Bay events and activities.

From:	Vanessa Lee
To:	Angie Ayers
Subject:	FW: Public Comment for item 5.1 at ACTC"s PPLC meeting on Monday 5/11
Date:	Monday, May 11, 2020 11:26:37 AM
Attachments:	hyperlinked_PPLC_Agenda_20200511.pdf

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, May 7, 2020 1:42 PM
To: Vanessa Lee <VLee@alamedactc.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>
Subject: Public Comment for item 5.1 at ACTC's PPLC meeting on Monday 5/11

Hi Vanessa-

I hope you are staying healthy and safe. Considering that I cannot attend next Monday's PPLC meeting in person due to the SIP, please make sure my comments are read into the record for Public Comment as part of agenda item 5.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti
(925) 858-5303

Dear Chair Ortiz and Honorable Commissioners:

On behalf of the Innovation Tri-Valley Leadership Group, I respectfully request for the PPLC to support the Staff recommendation to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. Our Committee worked to ensure that the Expenditure Plan included the fulfillment of plans dating back to the 1960's which envisioned a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. This vision was part of the plan approved by the voters of Alameda County. Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it.

Four years later in May of 2018, the BART Board certified the BART to Livermore EIR but transferred the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley to the Tri-Valley - San Joaquin Valley Rail Authority. The Authority has since completed a Feasibility Report for Valley Link, a project proven to be cost effective and efficient, estimated to carry between 26,000 and 28,000 riders a day in the highly congested I-580 corridor.

With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority that will benefit the environment, the economy and the quality of life of residents and

Bay Area workers. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete the project. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision of Measure BB for rail connectivity in the Tri-Valley, and I urge the Committee to approve the item.

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group
925.858.5303
tsbranti@innovationtrivalley.orgwww.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

May 8, 2020

Elsa Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: PPLC Agenda Item 5.1 – Tri-Valley-San Joaquin Valley Regional Rail Authority Request for 2014 Measure BB Transportation Expenditure Plan Amendment – **SUPPORT**

Dear Chair Ortiz:

I am writing on behalf of the Livermore Valley Chamber of Commerce (LVCC), a business membership organization with nearly 500 members from a cross-section of private/public and non-profit industry sectors that employ nearly 20,000 workers. Ensuring that public dollars are wisely spent and that taxpayers receive a good return on their investment, while responsibly planning, funding, and maintaining and operating our transportation system is a key policy priority for LVCC.

LVCC supports the above referenced item, advancing the efforts to close the gap in the I-580 corridor for an urgently needed and long-awaited, effective rail connection between Livermore and the Dublin/Pleasanton East BART station. I reiterate the support formerly expressed by LVCC over many years for planning and funding support for such a project. LVCC appreciates the wisdom of the leaders of the Alameda County Transportation Commission in designating significant funding in Measure BB (which was supported by LVCC) to provide for a future rail connection in this corridor. In light of events that have transpired since the approval of BB, your prudent actions necessary to amend the expenditure plan to accommodate the request by the Tri-Valley-San Joaquin Valley Regional Rail Authority is welcomed and appreciated. LVCC recognizes and strongly supports the efforts of the TVSJRRA to effectively deliver a rail connection project in this corridor within the next few years.

We look forward to moving forward with this initiative and this project, and stand ready to support you in this action.

Respectfully,
Dawn P. Argula
Dawn P. Argula
CEO/President

C: Scott Haggerty, First District Supervisor, Alameda County BOS
Tess Lengyel, Executive Director, Alameda County Transportation Commission
Michael Tree, Executive Director, Valley Link
John Marchand, Mayor, City of Livermore

Livermore Valley Chamber of Commerce
2157 First Street Livermore CA 94550
925.447.1606
www.livermorechamber.org

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SIERRA CLUB
SAN FRANCISCO BAY

Serving Alameda, Contra Costa, Marin and San Francisco counties

May 11, 2020

Via email to: vlee@alamedactc.org

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation (PP&L) Committee
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: PP&L Agenda item #5.1 – Approve Tri-Valley- San Joaquin Valley Regional Rail Authority (TVSJVRRA, aka Valley Link) Request for a 2014 Measure BB Transportation Plan Expenditure (TEP) Amendment

Dear Chair Ortiz and Members of the PP&L Committee:

On behalf of our more than 13,500 members in Alameda County, the Sierra Club writes to respectfully express great concern about Item #5.1 on your Agenda for Monday May 11, 2020. We believe that there are far too many issues and questions that should be addressed before the recommended actions move forward.

We recognize that the proposed actions before your Committee are just the beginning of a process to reprogram the sales tax funds that were approved by voters for "BART to Livermore." But as set forth in the staff memo, the proposed actions, and their timing, would establish dangerous precedents for lack of planning and financial responsibility. There is simply no need to rush into the proposed actions, particularly in the context of the current health and financial crises being faced by the State and local communities. Why not first take time for responsible analysis and an opportunity to see if-how-and-when recovery is able to occur, before committing funds that may not materialize for years to come?

Every responsible forecast is anticipating that "the future of work" will be different, post-pandemic, than we have ever been experiencing previously. Why base such a massive investment of public funds on what is already and at best "old data?"

The first Agenda request is that the TVSJVRRA be acknowledged as a new agency in Alameda County that can be an eligible recipient of Measure BB funds. While this

2530 San Pablo Ave., Suite I, Berkeley, CA 94702 Tel. (510) 848-0800 Email: info@sfbaysc.org

should be the least controversial element of the requests, nothing in the staff memo identifies the potential magnitude of impacts on other Measure BB transit recipients. There is no operating budget provided in the Committee materials. Can taxpayers and pre-pandemic passengers be assured that this new system will not become a drain on other, voter-approved transit agencies in the County?

The second and third requests would remove "BART to Livermore" from the TEP and substitute Valley Link with no consideration of possible alternatives – why? The project list for Measure BB was the result of years of input and deliberation by Community and Technical Working Groups. Why not have a full and fair competition for alternative uses of these funds, throughout the full list of "BART, Bus, Senior, and Youth Transit" options identified as the relevant "Type" on page 3 of the TEP (page 24 of the Committee packet), especially with the enormous uncertainties facing projections for both traffic and funding revenues?

Implementing Guideline 22 of the Measure BB TEP is surprisingly omitted from the staff memo, but supports this broadened approach, stating:

> **22. Fund Allocations**: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

Even the language from AB 758 (Eggman/Baker, PUC section 132658) that is quoted in the "superseded" request dated September 11, 2019, recognized that there was no entitlement to the "local funds controlled by the Alameda County Transportation Commission."

It should also be noted that the proposed description and conditions regarding Valley Link delete and/or change significant descriptive and cautionary language (which was carefully negotiated and voter-approved) before funds may actually be "used." The text below sets forth full "before and after" language in a single view for the information of Commissioners and the public:

> ~~BART to Livermore ($400 M)~~
> Valley Link rail in Alameda County ($400 M)
>
> This project funds the first phase of a ~~BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ Valley Link rail extension from the existing Dublin/ Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.

> Funds are for construction for any element of this first phase project and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an ~~detailed~~ alternative assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Why are voter and environmental protections proposed to be removed for this new project? Do Commissioners really think this is wise and appropriate? Why not, at a minimum, wait until the requisite Environmental Review is both released in draft form and then completed? – This critical document is already a year behind the previous schedule.

Where is the San Joaquin County commitment to support their own residents who are likely to be the primary beneficiaries of this project? The proposed resolution merely states that:

> SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from ***future*** measures and state funds. **(emphasis added)**

Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and operations for this multi-county project. “Leveraging” of other funds should, at a minimum, be based on full and fair participation from designated “partners.”

Several places in the proposed “amendments” describe Valley link as “Commuter Rail," despite the fact that it is proposed to operate throughout the day. Subsection 49 CFR 37.3 in relevant part defines “commuter rail” as

> *Commuter rail transportation* means short-haul rail passenger service operating in metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fare, multiple ride, and commutation tickets and by morning and evening peak period operations. This term does not include light or rapid rail transportation.

Is this an attempt to obviate or avoid an obligation for ADA complementary paratransit service for passengers, or attempted passengers, who may have difficulty using the train service?

We must also ask if ACTC or Valley Link have informed MTC and ABAG that the proposed project will facilitate inter-regional commuting, contrary to the intent of SB 375 and the Bay Area's Sustainable Communities Strategy.

This message sets forth only some of the most obvious concerns about the proposed Measure BB actions. There are certain to be more, but disclosure by ACTC and Valley Link should not be delayed until the end of the requisite "public comment" period. The Sierra Club respectfully requests, and urges at a minimum, that the questions and issues noted above be addressed before any Commission action to consider Valley Link's requests. To do any less would call into question Commissioners' significant public service obligations to Alameda County voters, taxpayers, and residents. We look forward to working with you and ACTC staff to consider a full range of responsible uses of Measure BB funds. If you have any questions, or desire further information, please do not hesitate to contact Matt Williams at mwillia@mac.com.

Sincerely,

ss/
Matt Williams
Chair, Chapter Transportation and Compact Growth Committee

ss/
Dick Schneider
Chair, Chapter Tri–Valley Group Executive Committee

ss/
Eric Parfrey
Volunteer Leader, Mother Lode Chapter

Cc: Sierra Club California Director Phillips
San Francisco Bay Chapter Executive Committee Chair Bolotina
San Francisco Bay Chapter Director Berbeco

Memorandum 8.1F: Handout

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

DATE:	May 28, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy Vanessa Lee, Clerk of the Commission
SUBJECT:	Additional Public Comment Submissions regarding the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP)

Please find all written public comments received for the May 28, 2020 Commission meeting Item 8.1: Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan that were submitted after the Commission packet was distributed and were received by the 5 p.m. deadline notice on the agenda. These comments are in addition to those already distributed at Attachment E to item 8.1 in the Commission meeting materials. (*listed in alphabetical order):*

- Alameda County Taxpayers Association
- BART (1)
- BART (2)
- Bay Area Council
- Bay Area Transportation Working Group
- Building & Construction Trade Council of Alameda County
- Chabot-Las Positas Community College
- City of Dublin
- City of Livermore
- City of Pleasanton
- Innovation Tri-Valley Leadership Group
- Laborers' Local 304
- Livermore Amador Valley Transit Authority
- Pleasanton Chamber of Commerce
- Train Riders Association of California

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From:	Marcus Crawley
To:	Vanessa Lee
Subject:	Tri Valley $400 million
Date:	Saturday, May 23, 2020 7:59:43 AM

Pauline Cutter, Chair, and ACTC Commissioners May 22, 2020
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)

Dear Chair Cutter:

The Alameda County Taxpayers Association (ACTA), a 501(c)(4) organization, represents the taxpayers of this County in advocating legal and productive expenditures of taxpayer funds. As such, ACTA is a statutory appointer of a member of the ACTC Independent Watchdog Committee.

Alameda County Taxpayers Association [ACTA] is troubled by plan to transfer $400 million BART funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority. The Alameda County voters approved the Special Tax of Measure BB and to be dedicated for Alameda County transportation projects such as the BART to Livermore extension. The foremost consideration of ACTC must be the will of the voters. ACTC must narrowly construe the intention of the voters regarding the 'specific purposes' of the Measure BB special sales tax. The voters did not contemplate that the Measure BB taxes would single-handedly fund multi-county projects in the absence of funds contributions from other counties. When the Tri-Valley Authority has produced its share of the project funding, the ACTC can plan how to spend Tri-Valley Authority funds. ACTA will vigorously oppose any plan to divert these funds away from a voter-approved project.

For the present ACTC must demonstrate that it can plan a viable project by solving the BART to Livermore extension. This Committee must demonstrate leadership and build consensus on existing Alameda County projects, not leap ahead to the next glorious project that has not even been planned. As a first step in leadership, the committee should use its power to make the promised annual audits of Measure BB expenditures a reality.

We call on ACTC to table this action until such time as a proper study be made of this project and the logical alternatives, including a long-haul commuter express bus network for both Eastern Alameda County along the I-580 Corridor and over the hills from the Central Valley. We certainly have no objection to working jointly with Central Valley governments and other interest groups on a project of mutual benefit. However, we do not understand why ACTC is proposing that the Alameda County taxpayers be the first to transfer funds approved by the voters to benefit primarily Alameda County residents to a project that would instead primarily benefit residents of other counties – particularly since there is no commitment from those counties, or even an idea of when such a commitment might be made.

The $400 million was originally approved by the voters as part of Measure BB in 2014 for a BART extension to Livermore. The BART Board elected not to pursue this, so we agree it is proper to study other transportation improvements in this corridor – but, we believe that the first priority should be for what the voters intended, benefits for the residents and travelers along the I-580 corridor in the Eastern Tri-Valley area.

We do not object to the study of rail alternatives in this corridor and into the Central Valley, either BART or commuter/inter-city rail. But, in our role as a taxpayer advocate, we believe that it would be improper to advocate for rail unless and until a proper, unbiased study fairly considers other options, including a bus system on dedicated lanes, that could require far less taxpayer dollars and could be completed much faster. If the study shows that Valley Rail is the best option and is fair to the taxpayers and the traveling public, and is feasible, then ACTC should consider this $400 million reallocation at that time.

We do not understand the necessity nor the benefit of making this decision so early in the planning process.

I will be commenting on this matter at the Commission meeting.

Thank you for your consideration of the position of the Alameda County Taxpayers Association on this important matter before the Commission.

Respectfully submitted,

Marcus Crawley -President of

ACTA

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As BART Director (District 5) and representative for my constituents and taxpayers in the Tri-Valley area, I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades. The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

I urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

John McPartland
BART Director, District 5

www.bart.gov

Cc: BART Directors and Board Appointed Officers
Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

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Rebecca Saltzman
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Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

Via Email

Mayor Pauline Cutter, Chair
c/o Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 95607
vlee@alamedactc.org

RE: Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request

Chair Cutter:

Thank you for the opportunity to comment on the above referenced item. On behalf of the San Francisco Bay Area Rapid Transit District (BART), I would like to express support for beginning a 45-day comment period on the proposed amendment to the 2014 Measure BB funded TEP, as described in the staff memorandum.

In May 2018, the BART Board of Directors certified the Final Project EIR for the BART to Livermore extension, and directed staff not to advance a specific project in the Tri-Valley. Pursuant to AB 758 (Baker), the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) at that point assumed responsibility to advance a rail project in the corridor. Since then, BART staff have been engaged with the TVSJVRRA throughout project feasibility and initial design and environmental assessments of the proposed Valley Link Rail project, and this coordination continues.

Because of this, BART supports the action to begin the public comment period for the amendment to the TEP naming the TVSJVRRA as an eligible recipient of Measure BB funds and specifically naming the Valley Link project in place of BART to Livermore. It is important to hear from Alameda County residents and other stakeholders. The District anticipates submitting a more detailed set of comments during the official 45-day comment period that this action will kick-off.

Please do not hesitate to contact me or my staff with any additional questions.

Sincerely,

Robert M. Powers
General Manager

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BAYAREA COUNCIL
Shape the Future

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Jim Wunderman

Jim Wunderman
President & CEO
Bay Area Council

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

Bay Area Transportation Working Group

May 23, 2020

Pauline Cutter, Chair, and ACTC Commissioners

Alameda County Transportation Commission

1111 Broadway, Suite 800

Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda Item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)"

Dear Chair Cutter:

The Bay Area Transportation Working Group (BATWG) is an Oakland-based 501(c)(3) composed of senior transportation experts and advocates with centuries of collective experience in California, Bay Area, and Alameda County transportation issues and projects.

At BATWG's May 21, 2020 meeting there was a discussion of the proposed diversion of Alameda County Measure BB funds to Valley Rail. After the discussion the vote was unanimous; we believe this action would be inappropriate and unwise.

What Valley Rail needs most right now is a full, proper, and unbiased study of its feasibility – including projected ridership, cost-effectiveness and identified sources of funding, all in comparison with the other transportation options for the corridor and all taking the changes brought on by COVID into full account.

In 2017, when the question how to use this $400 million was before the BART Board, the BART staff recommended a significantly upgraded bus option on grounds that it would better serve the transportation needs of Pleasanton and Livermore than an expensive 10-mile extension of BART to Livermore's Greenville Road would. BATWG strongly supported the staff's recommendation and subsequently submitted a list of proposed bus system enhancements.

The original BART Extension project approved by the Alameda County voters was intended to benefit the people of Alameda County, including the residents of

Pleasanton and Livermore Area and those traveling to those cities from more westerly Alameda County locations. Obviously, this was a project that the Alameda County taxpayers were willing to support because the vast majority of the benefits would accrue to Alameda County residents and taxpayers. Valley Rail, which includes five stations in the Central Valley and only three in Alameda County, is intended to primarily benefit non-Alameda County residents.

There is no reason or justification for diverting $400 million in BB funds to Valley Rail at this time.

The Bay Area Transportation Working Group looks forward to working with the ACTC in working to improve transportation in the I-580 Corridor.

Respectfully submitted,

Gerald Cauthen PE

President and Co-founder

Bay Area Transportation Working Group (BATWG)

510 208 5441

www.batwgblog.com

Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

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Auto & Marine Painters, #1176
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Carpenters, #2236
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Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

May 26, 2020

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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CHABOT
LAS POSITAS
COMMUNITY
COLLEGE
DISTRICT

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The CLPCCD and, especially Las Positas College, as evidenced by our MOU with LAVTA, recognize the value of public transportation in meeting sustainability goals and facilitating travel to and from the college. Specifically, the largest benefactor of these two projects will be Las Positas College, and the community we serve which encompasses over 9,200 students and 500 employees. Our research shows that our public transportation usage average is 10,000 individual rides per month and nearly 500 students take the bus each business day. Of our total student population, 20% take classes at both campuses. A rail extension to Livermore would support and facilitate the needs of student populations from both the Tri-Valley and 880/580 corridors. We know there is still a great need for additional public transportation options for all of our students and employees.

CLPCCD provides educational opportunities and support for completing of students' transfer, associate degree, basic skills, career technical education, and retraining goals. We serve, annually, approximately 29,000 students. Our employees and students use public transportation to get to and from their homes to our places of work.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Ronald P. Gerhard
Chancellor

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

CHABOT-LAS POSITAS COMMUNITY COLLEGE DISTRICT BOARD OF TRUSTEES

Edralin J. "Ed" Maduli, President
Genevieve Randolph, Secretary
Hal G. Gin, Ed.D.
Linda Granger
Maria L. Heredia
Tim Sbranti

Ronald P. Gerhard, Chancellor

OFFICE OF THE CHANCELLOR

7600 Dublin Blvd., 3rd Floor
Dublin, CA 94568
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DUBLIN
CALIFORNIA
THE NEW
AMERICAN
BACKYARD

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Linda Smith
E33836CEEC044E0...

Linda Smith
City Manager, City of Dublin

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
925.833.6640
Fire Prevention
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Human Resources
925.833.6605
Parks & Community Services
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Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

LIVERMORE
CALIFORNIA

May 28, 2020

The Honorable Pauline Russo Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Agenda Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. Position of support.

Dear Chair Cutter:

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire County by reducing traffic over the Altamont Pass and through the congested I-580 and I-680 corridors. An estimated 93,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses, teachers, and people employed in manufacturing in the Tri-Valley and throughout Alameda County. Many of these Bay Area workers have been priced out of the communities they serve by rising housing costs and are suffering through an average 78-minute commute each way.

The environmental benefits of Valley Link are significant. Valley Link offers a rail alternative for those commuting by automobile. An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles

Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year.

Valley Link supports construction of badly needed affordable housing. Through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The Isabel Neighborhood Specific Plan, developed around the Valley Link station at Isabel Avenue, includes 4,095 new multifamily housing units with a mandatory 20% minimum affordable requirement with an overall goal for 25% affordable units in the Plan area.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will help ensure that this vital project can move forward to benefit the entire County and that commitments to the Tri-Valley are finally met.

Sincerely,

John Marchand

John Marchand
Mayor

cc: Supervisor Scott Haggerty
Tess Lengyel, ACTC Executive Director

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THE CITY OF
PLEASANTON

May 26, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that all of our Tri-Valley residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

P. O. Box 520, Pleasanton, CA 94566-0802 **123 Main Street**

City Manager
(925) 931-5002
Fax: 931-5482

City Attorney
(925) 931-5015
Fax: 931-5482

Economic Development
200 Old Bernal Avenue
(925) 931-5038
Fax: 931-5476

City Clerk
(925) 931-5027
Fax: 931-5492

DocuSign Envelope ID: 204908FC-3263-4FFD-9E9A-326AE97BA60A

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Nelson Fialho
9B5F9FFD0C8544D...

Nelson Fialho
City Manager

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Pleasanton City Council

From:	Tim Sbranti
To:	Vanessa Lee
Subject:	Public Comment for Item 8.1 at ACTC meeting on Thursday 5/28
Date:	Tuesday, May 26, 2020 11:26:55 PM

Hi Vanessa-

I hope you are doing well. Please make sure my comments are read into the record for Public Comment as part of agenda item 8.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti

Dear Chair Russo Cutter and Honorable Commissioners:

On behalf of the business and civic leaders who comprise the Innovation Tri-Valley Leadership Group, please support the Staff recommendation and the unanimous decision from PPLC to amend the Measure BB Transportation Expenditure Plan and replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. As Commissioner Haggerty pointed out at the PPLC meeting, a deliberate decision was made to ensure that priorities of leaders in each of ACTC's 4 planning areas were included in the measure. The priority in 2014 remains the same as it was 50 years as it is today.....establishing a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision approved by the voters of Alameda County for rail connectivity in the Tri-Valley.

Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it. Considering that the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley was transferred in 2018 from BART to the Tri-Valley - San Joaquin Valley Rail Authority, now is the time to transfer the funds as well for rail in the Tri-Valley. In recent months, the Authority has completed a Feasibility Report for Valley Link, a project proven to be cost-effective and efficient, estimated to carry between 26,000 and 28,000 riders a day to relieve gridlock in the highly congested I-580 corridor. With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority and the time to act is now.

Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with state, federal and private funding to complete the much-needed project, and we hope that you will

fulfill the original vision and meet present and future needs of the County by approving the item.

--

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group

www.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

From:	Rafael Gonzalez
To:	Vanessa Lee
Subject:	Valley Link
Date:	Tuesday, May 26, 2020 10:10:41 AM

Good morning. I am writing to you in support of the Valley Link project and the proposed funding of that project. As a representative of thousands of workers who commute from the Central Valley into the Bay Area, and as someone who does that same commute, I can attest to the importance of the Valley Link Rail System. I moved to Tracy, about 20 years ago and I have seen firsthand the increase in commuter traffic. All the experts agree that this will only continue to increase as time goes on. This will result in more time on the road, which increases the carbon footprint of each individual commuter. Valley Link provides a safe alternative from the Central Valley to the Bay Area, reducing the amount of vehicles on the road, which in turn results in lower commute times, carbon emissions, and stress levels!

Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.

The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.

For these reasons and other, I humbly ask that you consider having the Tri-Valley – San Joaquin Valley Regional Rail Authority recognized as an agency eligible for Measure BB funds (agency hadn't been created when Measure BB was approved). We are also seeking to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project. This will put $400 million in Measure BB funds into the control of the Valley Link Board.

I thank you for your consideration.

Rafael Gonzalez
President/ Field Representative
Laborers' Local 304
(510)581-9600 (office)
(510)432-2827 (mobile)

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Livermore Amador Valley
TRANSIT AUTHORITY

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

David G. Hudson

Cc: Alameda County Transportation Commission members
Tess Lengye!, ACTC Executive Director

1362 Rutan Ct., Ste. 100 | Livermore, CA 94551
O. (925) 455-7555 | F. (925) 443-1375
wheelsbus.com

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PLEASANTON CHAMBER of COMMERCE

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I am writing to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to eventually advance rail connectivity to the San Joaquin Valley. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are finally met.

Sincerely,

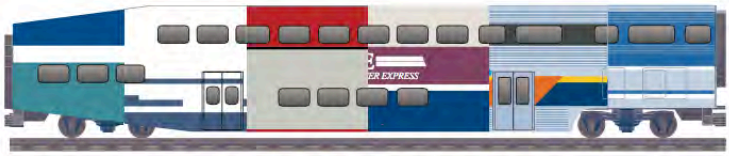
Steve Van Dorn
President & CEO

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

www.pleasanton.org
777 Peters Avenue • Pleasanton, CA 94566 • Phone: (925) 846-5858 • Fax: (925) 846-9697

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TRAC
Train Riders Association of California



1025 Ninth Street Suite 223
Sacramento CA 95814-3516

(916) 557-1667
www.calrailnews.org
president@calrailnews.org

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Contra Contra County

May 26, 2020
Submitted to:
contact@
alamedactc.org

Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Agenda Item # 8.1, May 28 Meeting
Measure BB Exp. Plan Amendment

Dear Chair Cutter:

The Train Riders Association of California ("TRAC") is a statewide rail advocacy organization that has worked since 1984 to improve passenger rail service in California. TRAC has been involved in passenger rail planning for the Altamont Corridor for at least two decades. We have made presentations to the Valley Link Board and participated in their public meetings.

We write today to urge your Board to defer action on amending the Expenditure Plan for Measure BB until you receive an environmental impact report for Valley Link, which is nearing completion. The Administrative Draft was under review last October, and the Draft EIR is now scheduled for public review in September 2020. TRAC suggests the following reasons for deferral of this agenda item:

1. Without a certified EIR, there is no evidence to support the claim that the proposed Valley Link project will provide meaningful benefits to Alameda County taxpayers. The Commission has a special duty to taxpayers to make an affirmative finding of benefit, under Section 14 of the Expenditure Plan Guidelines:

> **No Expenditures Outside of Alameda County**: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. (emphasis added.)

2. From its inception, this project raised serious questions as to whether BART would be able to handle the additional passengers that Valley Link would transport from the Central Valley. The EIR

should resolve that question. If Valley Link were projected to make overcrowding on BART even worse, that would have serious implications as to whether the project could reasonably be judged as benefitting Alameda County residents.

3. An EIR would determine whether Valley Link would result in the construction of any infrastructure or station that would be inconsistent with the land use-constraining provisions of Alameda County year 2000 Measure D. On a related topic, an EIR will provide information on the Valley Link project's compliance with the County's Gateway Policy.

4. As the largest single capital project in Measure BB, BART to Livermore was the marquee project. Because of that special status, it demands special treatment above and beyond the 2/3 majority required for an amendment. This is not some minor project. Amending the Plan to include this project changes the entire profile of the measure, because the voters never gave their support to the Valley Link project. There is no evidence that the voters of the Tri-Valley, which did not support Measure BB, would support Valley Link.

5. Because Measure BB resulted in financial trade-offs between the Tri-Valley and the North County cities through a reweighting of the basic allocation formula for local streets and roads, the entire Expenditure Plan would need to be reopened to assure fairness for all jurisdictions.

6. Other alternative projects, including several that TRAC has advocated for, would potentially be far more cost-effective in providing the service that Valley Link seeks to offer. In particular, the $1+ billion dollar cost of the I-580 relocation is merely a utility relocation, offering no transportation benefit to taxpayers.

Thank you for considering these comments.

Sincerely yours,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President, TRAC

ALAMEDA County Transportation Commission

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

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City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

May 28, 2020

Ms. Lateefah Simon
BART Board of Directors
P. O. Box 12688
Oakland, CA 94604

Via Email: boardofdirectors@bart.gov

Re: Alameda County Transportation Commission 2014 Measure BB Transportation Expenditure Plan Amendment Comment Period

Dear Ms. Simon,

In November 2014, voters in Alameda County approved Measure BB, authorizing an extension of the existing transportation sales tax (Measure B), administered by the Alameda County Transportation Commission (Alameda CTC). The 2014 Transportation Expenditure Plan (2014 TEP) guides the investments of Measure BB revenues toward capital projects and programs that improve the countywide transportation system.

On May 28, 2020, the Alameda CTC Commission voted to initiate a comment period for comments by jurisdictions in Alameda County on a proposed amendment to the 2014 TEP to replace the BART to Livermore project with the "Valley Link" project. The 2014 TEP Implementing Guidelines specify that all jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

Proposed Amendment

In September 2019, the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) requested that Alameda CTC amend the 2014 TEP to replace the BART to Livermore project that is in the 2014 TEP with the Valley Link rail project, and transfer the associated $400 million that was identified for BART to Livermore to the Valley Link project. The TVSJVRRA was created in 2017 by the State Legislature (Assembly Bill 758) for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County. In 2017, BART released the Draft Environmental Impact Report for the BART to Livermore project, which had been under consideration for many years. In May 2018, the BART Board voted to certify the Final EIR and also passed a motion directing the BART General Manager to not advance an alternative, effectively

passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The amendment that has been requested to be made to the 2014 TEP includes the following key elements:

1. Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds.

2. Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.

3. Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.

4. Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above.

A detailed description of the proposed amendment and background can be found in the attached Alameda CTC Commission staff report.

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP) that is proposed to be removed:

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies

and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP, as detailed in the attached Alameda CTC Commission staff report.

Comment Period

On May 28, 2020 the Alameda CTC Commission voted to initiate the comment period. The 45-day comment period closes on July 13, 2020. Given the current shelter in place in effect in Alameda County, comments can be submitted electronically to: tepamendment@alamedactc.org, or by mail to the ACTC office.

Email: tepamendment@alamedactc.org, or

Address: 1111 Broadway, 8th Floor
Oakland, CA 94607

After the 45-day comment period, Alameda CTC staff will review and analyze the comments received and present the proposed amendment and comments to the Alameda CTC Planning, Policy and Legislation Committee for consideration and recommendation to the full Commission for action. To modify and amend the TEP, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners.

If you have any questions regarding this item, please contact me at tlengyel@alamedactc.org or 510.208.7402.

Sincerely,



Tess Lengyel
Executive Director

Attachment: May 28, 2020 Alameda CTC Commission Staff Report

cc: Robert Powers, General Manager
RPowers@bart.gov

ACTC_AR1184

ALAMEDA County Transportation Commission

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

Memorandum

8.1

DATE:	May 21, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Recommendation

It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request (Attachment A) for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and 4) make associated technical amendments. Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. This is an action item and requires 2/3 approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Summary

The 2014 Measure BB TEP included $400 million for BART to Livermore. Since that time, a significant number of developments have occurred on the project and in the project area, as detailed in the Project Background section of this memo. The TVSJVRRA was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

In 2017, BART released the Draft Environmental Impact Report for BART to Livermore. In May 2018 the BART Board voted to certify the Final EIR. The Board also passed a motion directing the General Manager to not advance an alternative, effectively passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The TVSJRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the $400 million from the BART to Livermore TEP project to Valley Link. The TEP amendment process, as detailed later in this memo, requires a 45-day comment period by jurisdictions in Alameda County. This recommended action would authorize the initiation of the 45-day comment period. Staff will then return to PPLC and the Commission after the completion of the comment period for final action on the proposed TEP amendment. Once a final amendment is recommended to the Commission after the comment period, a 2/3 vote by the Commission is needed per the TEP Implementing Guidelines.

The proposed amendment includes the following elements, which are documented in Attachments B and C:

1) Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds (Attachment B, Plan Amendment Resolution).
2) Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.
3) Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.
4) Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above (as shown in Attachment C, TEP Redline Markups).

Project Background

A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years, there have been efforts by many residents, local elected officials, and other stakeholders to extend the BART alignment to Livermore, including planning, funding and project development efforts.

Regional and State Rail Planning

In 2007, the San Francisco Bay Area Regional Rail Plan developed by the Metropolitan Transportation Commission (MTC) identified the BART to Livermore extension as an important inter-regional rail connection. The Regional Rail Plan envisioned that BART should connect to the ACE train service in Livermore in order to provide a reliable and fast transit option for the growing congestion over the Altamont Pass and along the I-580 corridor. The importance of rail service between the Tri-Valley and San Joaquin Valley was reiterated in the 2018 California State Rail Plan, which calls for a Tri-Valley rail hub and increased rail frequencies and connectivity over the Altamont Corridor.

BART to Livermore Project

By the 1980s, the extension of BART further east in the Tri-Valley was already under serious consideration. In the mid-1980s, BART purchased a potential site for a future station near the Isabel Avenue and Interstate 580 interchange and a site in the vicinity of Greenville Road and Interstate 580 for purposes of preserving land for a potential station and yard/maintenance facility. In 1997, the Dublin/Pleasanton line was opened, with a West Dublin station added in 2011.

Numerous local and regional transportation measures have included support for BART to Livermore, starting with the 1986 Alameda County Measure B, which included $170 million for a "Rail extension to Dublin Canyon". The 2000 TEP included funding of $8.7 million for "I-580 Corridor/BART to Livermore Studies". Measure BB included $400 million in the 2014 TEP for "BART to Livermore". The project also received Regional Measure 1 bridge toll funding to advance planning and environmental work. In June 2018, Bay Area voters approved Regional Measure 3, which includes $100 million for "Tri-Valley Transit Access Improvements."

In 2010, after two years of analysis, BART completed a Program Environmental Impact Report (EIR) that evaluated the feasibility of five potential station sites and 10 different alignments for the BART to Livermore extension. In 2012, the BART Board of Directors directed its staff to advance the conceptual engineering and environmental review of a one-station extension to Isabel Avenue (Proposed Project), as well as to coordinate with the City of Livermore on the land use planning around the future station site.

In 2014, Alameda County voters approved Measure BB to fund the 2014 TEP, which includes $400 million in dedicated funding for the BART to Livermore extension. Measure BB commits funds to support construction of the extension of BART in the I-580 corridor using the most effective and efficient technology.

On July 31, 2017, BART released the Draft Project EIR evaluating the Proposed Project and alternatives. In May 2018, BART released the Final Project EIR. The BART Board certified the Final Project EIR on May 24, 2018 and directed staff to not advance a specific project.

As major transportation project planning and analysis was underway, cities also advanced land use planning around future rail service. The City of Livermore prepared the Isabel Neighborhood Plan and program-level EIR for development around a new station. The Livermore City Council adopted the Isabel Neighborhood Plan and certified the EIR for the Plan in May 2018.

ACEforward Program

The San Joaquin Regional Rail Commission (SJRRC) ACEforward program outlined a vision for a phased rail infrastructure and service improvement plan to increase frequency, increase service reliability, and enhance passenger facilities along the existing ACE service corridor from San Jose to Stockton, and to extend ACE service to Modesto and Merced. The (SJRRC) released a Draft EIR in May of 2017 that was later rescinded; however, the technical

documents developed by the SJRRC for the ACEforward Draft EIR were made available to the TVSJVRRA for advancement of the Valley Link Project Feasibility Report and Draft EIR.

Creation of TVSJVRRA

In 2017 Assemblymembers Catharine Baker and Susan Eggman authored AB 758, which created the TVSJVRRA. The TVSJVRRA is led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal established for the TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system that reflects regional consensus and meet the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with a feasibility report.

AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance the project per AB 758. The TVSJVRRA adopted several goals and policies to guide the development of the project.

A key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

TVSJVRRA Adopted Project Goals:

The following goals were adopted by the TVSJVRRA to address identified regional and economic and transportation challenges:

- Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs.
- Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction, and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link Project Development Policies

The TVSJVRRA adopted several policies to guide the development framework of the project, including the following sustainability and transit-oriented development policies:

- Sustainability Policy: Identifies implementing strategies to achieve a zero emissions system. The adopted Sustainability Policy includes a commitment to encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households. It further directs maximizing benefits to these communities and households in the project planning and design of Valley Link. Four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities.
- Transit Oriented Development (TOD) Policy: Support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:
    - Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
    - Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently submitted by the City of Livermore to MTC/ABAG as a new PDA.

Valley Link Project Description

Valley Link is a proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail services between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

Attachment D includes a summary fact sheet and diagram of the proposed project.

The project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021 respectively.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (per a 2014 TEP amendment), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

Other Agency Actions

Given the project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, the San Joaquin Council of Governments (SJCOG), SJRRC, BART, Alameda CTC and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project:

- MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Resolution Number 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.
- SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.
- BART: BART has committed staff to directly lead the early development of the project due to its expertise in developing and delivering similar projects, such as the e-BART extension to Antioch.
- Alameda CTC, the SJRRC and Caltrans have provided technical reviews of preliminary design plans and documents. In addition, the TVSJRRA is in discussion with the City of Tracy regarding donation of a key 200-acre parcel under City of Tracy ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $20 million and is currently being appraised.

Project Considerations

The project construction will have significant impacts on the I-580 Express Lanes, with major impacts anticipated during construction. The TVSJVRRA staff have been working with Alameda CTC, as well as Caltrans, to identify design and construction considerations. Alameda CTC staff have held several workshops with the project design team to evaluate the preliminary design plans and will continue to be engaged through the ESC and technical groups to provide policy and technical feedback during design development to ensure minimal impacts to the I-580 Express Lanes. Alameda CTC will continue to work closely with the TVSJVRRA as the project design advances, and will also conduct financial analysis to understand potential impacts to toll revenues during construction to ensure revenue losses are addressed.

Proposed Amendments

The amendment that has been requested to be made to the 2014 TEP includes two elements as follows:

- Amend to include the new entity of the TVSJVRRA
- Amend to include the Valley Link Project for $400 million

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP):

BART Extension and System improvements ($710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as provide local funding for a proposed BART extension in the eastern part of the county.

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP. The proposed changes include moving the project from page 18 from the BART section of the TEP to page 20 under the section

"Major Transit Corridor and Commuter Rail Improvements", remove references to BART as the agency leading the rail extension, change references from the BART to Livermore project to Valley Link on pages 2, 3, 14, 18, 19 (map) and add Valley Link to the map on page 21 (see Attachment C).

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements as shown on Attachment C.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Implementing Guidelines Related to this TEP Amendment

Once the 2014 TEP amendments are complete, all the implementing guidelines will be applicable to the project and project sponsor similar to all other TEP projects. Specifically, for this TEP amendment, the following guidelines describe requirements for the amendment as well as the new project sponsor.

4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

8. Strict Project Deadlines: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

Note: any new amendment that adds a project must comply with this provision and the start date of the seven years will be from the date of the adopted amendment.

11. Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring

requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.

14. No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.

18. New Agencies: New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Planning, Policy and Legislation Committee (PPLC)

At the May PPLC meeting, Alameda CTC staff provided the Committee an overview of the amendment process and schedule, and Michael Tree, Executive Director of the TVSJVRRA gave an overview of the project. Discussion focused on questions related to the timing of the need for the amendment and clarification on the action the Commission would be voting on in May. A number of comment letters were received and summarized verbally for the Committee by the Clerk and emailed to the Committee members as received. The set of public comment letters received for the PPLC meeting is included here as Attachment E. Comment letters sent by Commissioners in their capacity as local government officials are not included but may be expressed verbally by Commissioner at the full Commission meeting. PPLC voted unanimously to advance the item to the full Commission.

Next Steps

Upon Commission approval to initiate the TEP amendment process, a 45-day comment period for jurisdictions in Alameda County will commence. Staff will return to the Commission to report on the comments received and to recommend final action by the Commission later this year.

Fiscal Impact: There is no fiscal impact for this item associated with the requested action.

Attachments:

A. Letter from TVSJVRRA Requesting TEP Amendment
B. Draft Resolution for 2014 TEP Amendment
C. Proposed 2014 Measure BB Expenditure Plan Redline Markups and Technical Amendments
D. Valley Link Project Fact Sheet
E. Comment letters received

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Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

8.1A

BOARD OF DIRECTORS

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Boardmember Leo Zuber
Vice Chair, ACE

Michael Tree
Executive Director

May 4, 2020

Mayor Pauline Cutter, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, Ca 94607

Dear Chair Cutter,

This letter is intended to supersede the information in the letter written to Chair Valle on September 11, 2019 (attached) as it relates to the language to be amended in the 2014 Transportation Expenditure Plan currently found on page 18. Please use the following language for the amendment:

Valley Link Rail in Alameda County ($400 M)
This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Thank you,

Alameda County Supervisor Scott Haggerty, Chair

cc: Ms. Tess Lengyel, Executive Director, Alameda CTC

Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

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Director, Mountain House

Boardmember Bob Woerner
LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

September 11, 2019

Supervisor Richard Valle, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Valle,

In May of 2018 the BART Board decided not to extend conventional BART to Livermore in favor of deferring the development of a rail extension project to the newly established Tri-Valley – San Joaquin Valley Regional Rail Authority ("Authority").

In the statute that created the Authority, AB 758 (Eggman/Baker), the Legislature addressed the transfer of local funds to the Authority for the Valley Link project in Section 132658:

> "the unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority's purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 1800000)."

Over the past 18 months, the Authority has been actively engaged in the planning of Valley Link, a passenger rail project that connects with the Dublin/Pleasanton BART station and travels eastward to Livermore and beyond to communities in the Northern San Joaquin Valley. A key element of the Valley Link Funding Plan for the Dublin/Pleasanton connection with BART and rail construction to Livermore is the $400 million in Measure BB that is currently listed in the Alameda County 2014 Transportation Expenditure Plan ("Plan") for the BART to Livermore project. Per the requirements of the Plan, The Tri-Valley – San Joaquin Valley Regional Rail Authority requests the following amendments:

1. The Tri-Valley – San Joaquin Valley Regional Rail Authority, established by AB 758,be included as an eligible recipient of funds.
2. That the following, specific language be amended:

   Move and amend the following language from Page 18 of the Plan to Page 20:

Valley Link
Connecting People, Housing, and Jobs
1362 Rutan Court, Suite 100 | Livermore, CA 94551 | (925) 455-7564 | valleylink.com

Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

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Director, Mountain House

Boardmember Bob Woerner
LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

~~BART to Livermore~~ Valley Link to Livermore ($400 M)
The project funds Valley Link ~~the first phase of a BART to extension~~ within the I-580 Corridor freeway alignment from the Dublin/Pleasanton BART station to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of or any element of this ~~first phase~~ project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

In accordance with the Alameda County 2014 Transportation Expenditure Plan Implementing Guidelines, the Tri-Valley – San Joaquin Valley Regional Rail Authority understands and can fully comply with the requirements of recipients of Measure BB funds, including, but not limited to, annual audits and compliance reporting, the establishment of separate accounting funds for Measure BB funds, independent Watchdog reviews, performance measures, environmental clearance timelines, timely use of funds, contracting requirements, public reviews and approvals.

Thank you for your consideration,

Alameda County Supervisor Scott Haggerty, Chair

cc: Mr. Art Dao, Executive Director, Alameda CTC

Valley Link
Connecting People, Housing, and Jobs
1362 Rutan Court, Suite 100 | Livermore, CA 94551 | (925) 455-7564 | valleylinkrail.com

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ALAMEDA County Transportation Commission

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

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Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

Draft

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Resolution No. 20-007

Resolution of the Alameda County Transportation Commission Amending the 2014 Transportation Expenditure Plan to Delete the BART to Livermore Project and add the Valley Link Project

WHEREAS, by action of the governing body ("Commission") of Alameda County Transportation Commission ("Alameda CTC") at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan ("2014 TEP"), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated $400 million to a project identified as "BART to Livermore," constituting the first phase of a San Francisco Bay Area Rapid Transit District ("BART") extension within the I-580 Corridor to serve residents and businesses in that Corridor.

WHEREAS, on May 24, 2018, the BART Board certified the Final Environmental Impact Report for the BART to Livermore project, but declined to approve the project as proposed nor any alternative for the project.

WHEREAS, Assembly Bill (AB) 758, as adopted by the State legislature and signed by the Governor, created the Tri Valley San Joaquin Valley Regional Rail Authority ("TVSJVRRA"), an entity led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal of TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley, to address regional economic and transportation challenges.

WHEREAS, AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance a rail extension in the Corridor, now identified as "Valley Link."

WHEREAS, a key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

WHEREAS, the Valley Link project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (subject to approval of this amendment to the 2014 TEP by the Commission), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

WHEREAS, given that the Valley Link project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (SJRRC), BART, Alameda CTC, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project, as outlined below:

MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.

WHEREAS, the 2014 TEP and Public Utilities Code Section 180207 together provide that the 2014 Plan may be modified if an amendment is approved by a two-thirds vote of the Commission.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended to delete the BART to Livermore Project and all references to that Project;

BE IT FURTHER RESOLVED that the Tri Valley San Joaquin Valley Regional Rail Authority be recognized as an eligible agency for recipient of funds in the 2014 TEP;

BE IT FURTHER RESOLVED that the Valley Link Rail Project in Alameda County with an allocation of $400 Million is placed in the 2014 TEP, described as follows:

This project funds the first phase of a Valley Link rail project from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BE IT FURTHER RESOLVED that the 2014 TEP be amended to include the following specific description of the Valley Link Project:

A proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail. The project is generally shown on the diagram below:

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 28, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

_____ _____

Pauline Russo Cutter, Vanessa Lee,

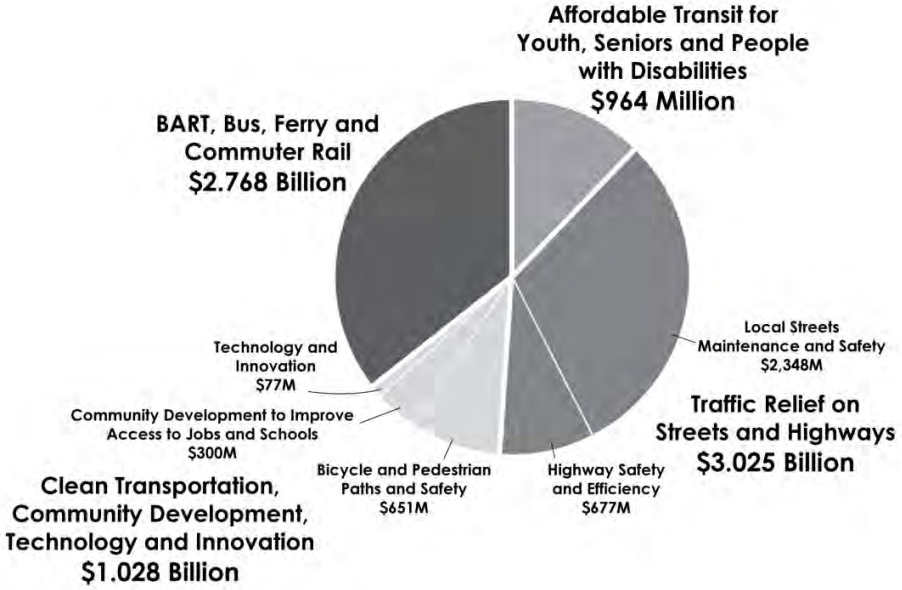
Chair, Alameda CTC Clerk of the Commission

INTRODUCTION

Summary of Investments	FUNDS ALLOCATION* ($ x million)
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	**$1,587**
BART Expansion and Maintenance	$349 ~~$749~~
Bus Operations, Maintenance and Rapid Bus Projects	$1,548
Commuter Rail Improvements	$832 ~~$432~~
Ferry Services in Alameda County	$39
Affordable Transit for Youth, Seniors and People with Disabilities	**$964**
Affordable Youth Transit to School and Transit Innovation	$190
Affordable Transit for Seniors and People with Disabilities	$774
Traffic Relief on Streets and Highways	**$3,025**
City and County Streets*	$2,348
Highway Safety and Efficiency	$677
Clean Transportation, Community Development, Technology and Innovation	**$1,028**
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	$651
Community Development Projects to Improve Access to Jobs and Schools	$300
Technology and Innovation	$77
TOTAL INVESTMENTS (YEAR 2015 TO 2045)**	**$7,785**

Notes:
*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.
**Estimated funds from 2015 to 2045 are anticipated to be almost $8 billion.

$7,785 in Total Investments Year 2015 to 2045



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount ($ x millions)	% of Total Funds
BART, Bus, Senior, and Youth Transit (48%)	Transit: Operations, Maintenance, and Safety Program	AC Transit	$1,455.15	18.8%
		Altamont Commuter Express	$77.40	1.0%
		BART Maintenance	$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	$38.70	0.5%
		Livermore Amador Valley Transit Authority	$38.70	0.5%
		Union City Transit	$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	$15.00	0.19%
		Subtotal	**$1,857.63**	**24%**
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	$232.20	3.0%
		East Bay Paratransit - AC Transit	$348.31	4.5%
		East Bay Paratransit - BART	$116.10	1.5%
		Coordination and Service Grants	$77.40	1.0%
		Subtotal	**$774.01**	**10%**
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	$10.0	**14%**
		Alameda to Fruitvale BART Rapid Bus	$9.0	
		Grand/MacArthur BRT	$6.0	
		College/Broadway Corridor Transit Priority	$10.0	
		Subtotal	**$35.0**	
	BART System Modernization and Expansion	Irvington BART Station	$120.0	
		Bay Fair Connector/BART METRO	$100.0	
		BART Station Modernization and Capacity Program	$90.0	
		~~BART to Livermore~~	~~$400.0~~	
		Subtotal	**$~~710.0~~310.0**	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	$120.0	
		Union City Intermodal Station	$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	$110.0	
		Oakland Broadway Corridor Transit	$10.0	
		Capitol Corridor Service Expansion	$40.0	
		Valley Link	$400.0	
		Subtotal	**$~~355.0~~755.0**	
	TOTAL		**$3,731.64**	**48%**

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.
BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.
All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments. Funds for operations and maintenance will be provided to transit operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing ~~BART~~ rail system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, $1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

Transit Operations and Maintenance Program (21.55% of net revenue, estimated at $1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) $Millions
AC Transit	18.8%	$1,455
ACE	1.0%	$77
BART Maintenance	0.5%	$39
WETA (ferries)	0.5%	$39
LAVTA (WHEELS)	0.5%	$39
Union City Transit	0.25%	$19
Total Transit Operations	**21.55%**	**$1,668**

Affordable Youth Transit Pass Program ($15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at $175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

ACTC_AR1205

BART STATION ~~EXTENSION~~ AND SYSTEM IMPROVEMENTS ($3~~7~~10 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system~~, as well as provide local funding for a proposed BART extension in the eastern part of the county.~~

~~BART to Livermore ($400 M)~~

~~This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.~~

BART Station Upgrades and System Improvements ($310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.

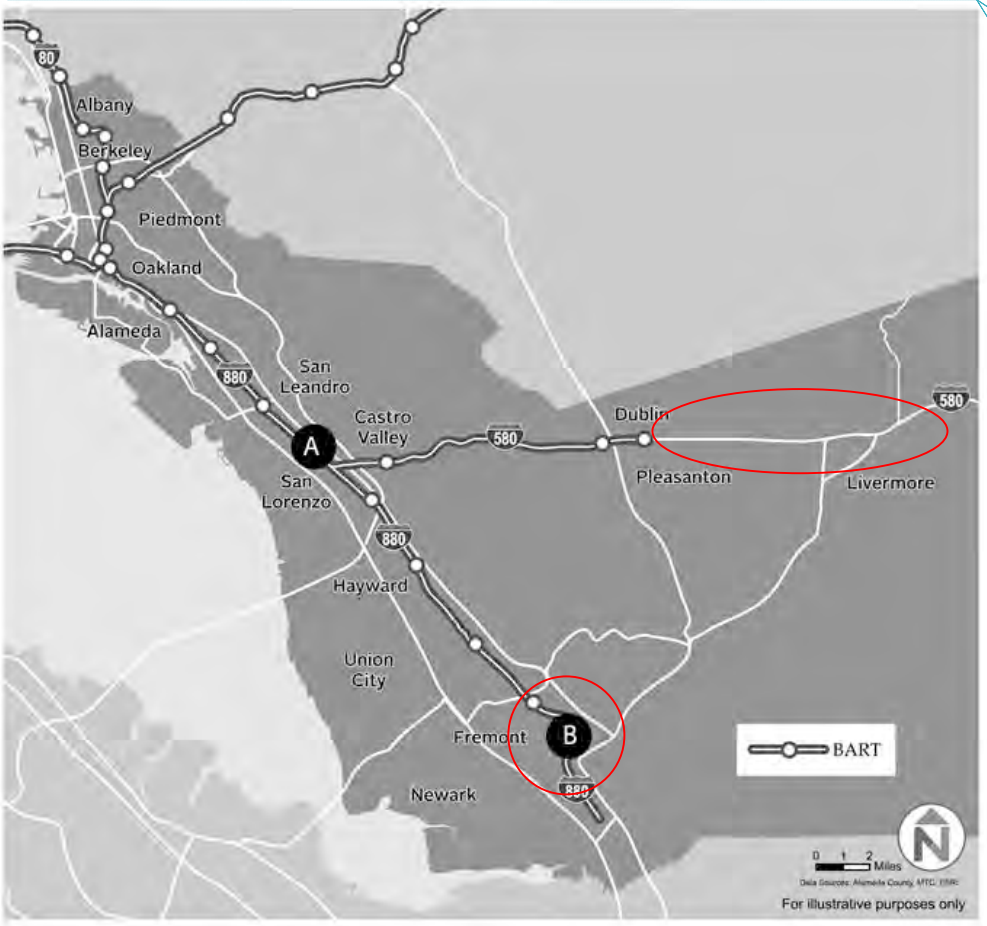


- **The Bay Fair Connector/BART METRO project will receive $100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive $90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.

- **The Irvington BART Station will receive $120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

BART INVESTMENTS



A Bay Fair Connector / BART METRO

B Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities

Commented [ACTC1]: Bottom circle: The new "B" is Irvington BART Station, and below that removal of "C"

Commented [ACTC2]: Top circle: Removal of the original "B – BART Extension to Livermore (within the I-580 corridor)"

Commented [ACTC3]: Middle circle: Change the original "C – Irvington BART Station" to a new "B"

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS ($~~355~~ 755 M)

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Corridor Area Transportation Improvements ($120 M)

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

Union City Intermodal Station ($75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.



Capitol Corridor Service Expansion ($40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

Railroad Corridor Right of Way Preservation and Track Improvements ($110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

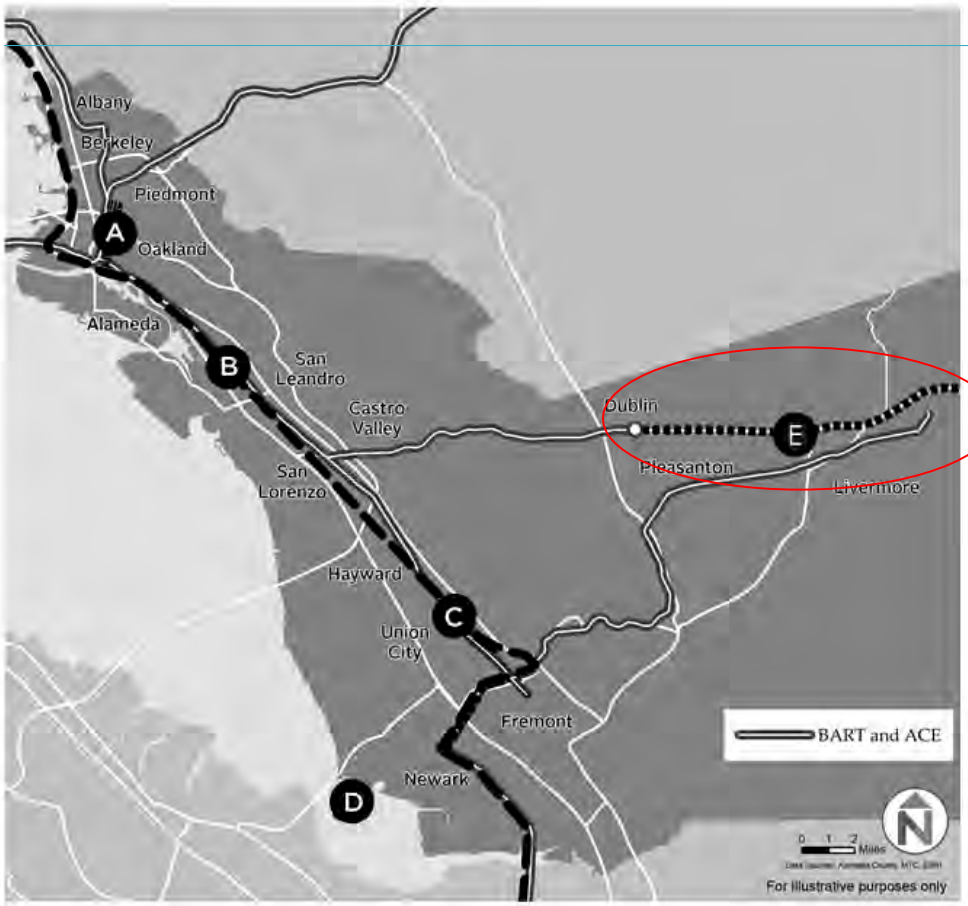
Oakland Broadway Corridor Transit ($10 M)

This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

Valley Link Rail in Alameda County ($400 M)

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



A Broadway Corridor Transit

B Capitol Corridor Service Expansion

C Union City Intermodal Station

D Dumbarton Corridor Area Transportation Improvements

E Valley Link Rail

Not Shown:
- Railroad Corridor Right of Way Preservation and Track Improvements

Commented [ACTC4]: **Both circles:** Addition of "E – Valley Link Rail" on the map and in the legend

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Valley Link

Connecting People, Housing, and Jobs

Fact Sheet

Project Overview

Connecting San Joaquin Valley to the Bay Area. Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

A Seamless Connection to BART. The first phase of service will provide a seamless and timed connection to BART, with service from North Lathrop to the Dublin/ Pleasanton BART station.

Frequent and Reliable Service. Trains will run throughout the day in both directions with the goal of matching BART frequency and hours of operation.

Initial Service Characteristics

	PEAK	OFF-PEAK
Between Dublin/ Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)



As of APRIL 2020

Tri-Valley • San Joaquin Valley REGIONAL RAIL AUTHORITY



By the Numbers

- **9,3500 Bay Area workers** - commuting from San Joaquin Valley today
- **42 Miles** - using existing transportation corridors
- **7 Stations** – Dublin/Pleasanton, Isabel, Mountain House, Tracy, River Islands, North Lathrop
- **78 Minutes** - current average commute each way
- **28 days** – total commute time per year for average commuter
- **75% increase** - commute traffic on I-580 by 2040
- **58% increase** – truck traffic on I-580 by 2040
- **25 daily round-trips** - by Valley Link trains each day in 2040
- **28,000 riders** – estimated in 2040 for Valley Link per day
- **99.4 Million** – reduction in Vehicle Miles Traveled (VMT) per year in 2040
- **33,000 metric tons** – reduction in greenhouse gas emissions (GHG) per year
- **0 Emissions** – battery-electric and hydrogen vehicle technologies under development
- **$2.4 Billion** - cost of Valley Link Phase 1 from Dublin/ Pleasanton BART to North Lathrop, in year of expenditure
- **$628 million** - identified as available for the project:
  - **$400 million** - Measure BB funds
  - **$188 million** - Bridge Toll funds
  - **$40 million - impact fees from the City of Livermore**
- **2027 – target date for Valley Link revenue service**

Project Benefits

Valley Link aims to be a model of sustainability in the design, construction and operation of the system. It is vital to our state's economy, environment and the quality of life in our communities:

- Serves communities and households in the Northern San Joaquin Valley with some of our state's highest poverty rates;
- Promotes equity by maximizing benefits to disadvantaged communities
- Links the Northern California Megaregion's workforce to affordable housing;
- Readily connects our state's future high-speed rail system to BART;
- Provides direct and seamless service to major employment centers in all parts of the Bay Area;
- Provides opportunities for compact transit-oriented development; and
- Will have a significant impact on the reduction of VMT and greenhouse gas emissions.
- Operates on renewable energy

Sources:
Bay Area Economic Institute Valley Link Project Feasibility Report (October 2019)
San Joaquin County Council of Governments

For more information about Valley Link, visit **www.valleylinkrail.com**

Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

Andreas Cluver
Secretary-Treasurer

Rob Stoker
President

Rafael Gonzalez
Vice President

Che Timmons
Sergeant in Arms

Auto & Marine Painters, #1176
Boilermakers, #549
Brick & Tile Layers, #3
Carpenters, #713
Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

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opeiu:29/afl-cio

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Bay Area Transportation Working Group (BATWG)

May 11, 2020

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation Committee

Alameda County Transportation Commission (ACTC)

1111 Broadway, Suite 800 Oakland, CA 94607

Dear Commissioner Ortez:

It has come to our attention that the ACTC is thinking of reallocating the Measure BB funds set aside for the Livermore BART connection to "Valley Link". We urge you to desist.

For one thing such an action would make a mockery of what the Alameda County voters voted for in 2016. For another it would deny the people of Livermore the one good way of getting from their city to the East Dublin BART Station.

At the time the BART Board was considering whether or not to put the Measure BB $400 million toward a proposed $3.2 billion BART extension to Greenville Road, BATWG conducted an extensive investigation of the bus alternative. It was our conclusion that in terms of improving the access of the people of Livermore to BART, well-appointed buses (patterned after the privately-operated hi-tech buses) operating in bus-only lanes would be a far cheaper and better option. At the time we envisioned three separate lines originating in separate parts of Livermore all traveling out-of-traffic, at least during commute hours, to the Station.

Sincerely,

Gerald Cauthen
Co-Founder and President,
Bay Area Transportation Working Group
510 208 5441
www.batwgblog.com

Bay Area Transportation Working Group
3001 Ashbrook Court
Oakland CA 94601
www.batwgblog.com

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From:	Angie Ayers
To:	Angie Ayers
Cc:	Tess Lengyel; Vanessa Lee
Subject:	FW: Bike East Bay comments on Valley Link
Date:	Monday, May 11, 2020 12:23:17 PM

Hello Commissioners,

Please see the below public comment for item 5.1.

Regards,
Angie

Angie Ayers, Associate Administrative Analyst
Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607
Phone: 510.208.7450 direct dial | 510.208.7400 main line
Email: aayers@alamedactc.org Website: www.alamedactc.org
Facebook: www.facebook.com/alamedactc Twitter: @alamedactc

From: Vanessa Lee
Sent: Monday, May 11, 2020 12:20 PM
To: Dave(dave@bikeeastbay.org) Campbell <dave@bikeeastbay.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>; Angie Ayers <aayers@alamedactc.org>
Subject: RE: Bike East Bay comments on Valley Link

Received. Thank you.

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Dave Campbell <dave@bikeeastbay.org>
Sent: Monday, May 11, 2020 12:19 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Bike East Bay comments on Valley Link

Commission

We support transit, and possibly this project too, but have questions and concerns around:

1. The lack of public outreach in Livermore to generate support for this project. Measure BB in Livermore did not get a ton of support and BART was controversial. RM3 get even less support in Livermore. We don't want this project to be controversial like the BART project was. The Isabel Neighborhood Plan was controversial too because of BART. Where are the residents of Livermore on this project?;
2. Hour headways off -peak is poor public transit, and is in fact commuter rail. This corridor needs good transit. What can be done to convert this project from commuter rail to good transit?
3. Can we hear more about the financial crisis and how this project is affected? It's concerning to hear a presentation that does not acknowledge the current financial crisis.

Thank you for more clarifying information.

--
Dave Campbell
Advocacy Director
Bike East Bay
****
Office: 466 Water Street at Jack London Square in Oakland
Mail: PO Box 1736, Oakland, CA 94604
Cell: (510) 701-5971
BikeEastBay.org

Learn how COVID-19 is impacting Bike East Bay events and activities.

From:	Vanessa Lee
To:	Angie Ayers
Subject:	FW: Public Comment for item 5.1 at ACTC"s PPLC meeting on Monday 5/11
Date:	Monday, May 11, 2020 11:26:37 AM
Attachments:	hyperlinked_PPLC_Agenda_20200511.pdf

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, May 7, 2020 1:42 PM
To: Vanessa Lee <VLee@alamedactc.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>
Subject: Public Comment for item 5.1 at ACTC's PPLC meeting on Monday 5/11

Hi Vanessa-

I hope you are staying healthy and safe. Considering that I cannot attend next Monday's PPLC meeting in person due to the SIP, please make sure my comments are read into the record for Public Comment as part of agenda item 5.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti
(925) 858-5303

Dear Chair Ortiz and Honorable Commissioners:

On behalf of the Innovation Tri-Valley Leadership Group, I respectfully request for the PPLC to support the Staff recommendation to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. Our Committee worked to ensure that the Expenditure Plan included the fulfillment of plans dating back to the 1960's which envisioned a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. This vision was part of the plan approved by the voters of Alameda County. Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it.

Four years later in May of 2018, the BART Board certified the BART to Livermore EIR but transferred the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley to the Tri-Valley - San Joaquin Valley Rail Authority. The Authority has since completed a Feasibility Report for Valley Link, a project proven to be cost effective and efficient, estimated to carry between 26,000 and 28,000 riders a day in the highly congested I-580 corridor.

With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority that will benefit the environment, the economy and the quality of life of residents and

Bay Area workers. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete the project. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision of Measure BB for rail connectivity in the Tri-Valley, and I urge the Committee to approve the item.

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group
925.858.5303
tsbranti@innovationtrivalley.orgwww.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

May 8, 2020

Elsa Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: PPLC Agenda Item 5.1 – Tri-Valley-San Joaquin Valley Regional Rail Authority Request for 2014 Measure BB Transportation Expenditure Plan Amendment – **SUPPORT**

Dear Chair Ortiz:

I am writing on behalf of the Livermore Valley Chamber of Commerce (LVCC), a business membership organization with nearly 500 members from a cross-section of private/public and non-profit industry sectors that employ nearly 20,000 workers. Ensuring that public dollars are wisely spent and that taxpayers receive a good return on their investment, while responsibly planning, funding, and maintaining and operating our transportation system is a key policy priority for LVCC.

LVCC supports the above referenced item, advancing the efforts to close the gap in the I-580 corridor for an urgently needed and long-awaited, effective rail connection between Livermore and the Dublin/Pleasanton East BART station. I reiterate the support formerly expressed by LVCC over many years for planning and funding support for such a project. LVCC appreciates the wisdom of the leaders of the Alameda County Transportation Commission in designating significant funding in Measure BB (which was supported by LVCC) to provide for a future rail connection in this corridor. In light of events that have transpired since the approval of BB, your prudent actions necessary to amend the expenditure plan to accommodate the request by the Tri-Valley-San Joaquin Valley Regional Rail Authority is welcomed and appreciated. LVCC recognizes and strongly supports the efforts of the TVSJRRA to effectively deliver a rail connection project in this corridor within the next few years.

We look forward to moving forward with this initiative and this project, and stand ready to support you in this action.

Respectfully,
Dawn P. Argula
Dawn P. Argula
CEO/President

C: Scott Haggerty, First District Supervisor, Alameda County BOS
Tess Lengyel, Executive Director, Alameda County Transportation Commission
Michael Tree, Executive Director, Valley Link
John Marchand, Mayor, City of Livermore

Livermore Valley Chamber of Commerce
2157 First Street Livermore CA 94550
925.447.1606
www.livermorechamber.org

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SIERRA CLUB
SAN FRANCISCO BAY

Serving Alameda, Contra Costa, Marin and San Francisco counties

May 11, 2020

Via email to: vlee@alamedactc.org

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation (PP&L) Committee
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: PP&L Agenda item #5.1 – Approve Tri-Valley- San Joaquin Valley Regional Rail Authority (TVSJVRRA, aka Valley Link) Request for a 2014 Measure BB Transportation Plan Expenditure (TEP) Amendment

Dear Chair Ortiz and Members of the PP&L Committee:

On behalf of our more than 13,500 members in Alameda County, the Sierra Club writes to respectfully express great concern about Item #5.1 on your Agenda for Monday May 11, 2020. We believe that there are far too many issues and questions that should be addressed before the recommended actions move forward.

We recognize that the proposed actions before your Committee are just the beginning of a process to reprogram the sales tax funds that were approved by voters for "BART to Livermore." But as set forth in the staff memo, the proposed actions, and their timing, would establish dangerous precedents for lack of planning and financial responsibility. There is simply no need to rush into the proposed actions, particularly in the context of the current health and financial crises being faced by the State and local communities. Why not first take time for responsible analysis and an opportunity to see if-how-and-when recovery is able to occur, before committing funds that may not materialize for years to come?

Every responsible forecast is anticipating that "the future of work" will be different, post-pandemic, than we have ever been experiencing previously. Why base such a massive investment of public funds on what is already and at best "old data?"

The first Agenda request is that the TVSJVRRA be acknowledged as a new agency in Alameda County that can be an eligible recipient of Measure BB funds. While this

2530 San Pablo Ave., Suite I, Berkeley, CA 94702 Tel. (510) 848-0800 Email: info@sfbaysc.org

should be the least controversial element of the requests, nothing in the staff memo identifies the potential magnitude of impacts on other Measure BB transit recipients. There is no operating budget provided in the Committee materials. Can taxpayers and pre-pandemic passengers be assured that this new system will not become a drain on other, voter-approved transit agencies in the County?

The second and third requests would remove "BART to Livermore" from the TEP and substitute Valley Link with no consideration of possible alternatives – why? The project list for Measure BB was the result of years of input and deliberation by Community and Technical Working Groups. Why not have a full and fair competition for alternative uses of these funds, throughout the full list of "BART, Bus, Senior, and Youth Transit" options identified as the relevant "Type" on page 3 of the TEP (page 24 of the Committee packet), especially with the enormous uncertainties facing projections for both traffic and funding revenues?

Implementing Guideline 22 of the Measure BB TEP is surprisingly omitted from the staff memo, but supports this broadened approach, stating:

> **22. Fund Allocations**: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

Even the language from AB 758 (Eggman/Baker, PUC section 132658) that is quoted in the "superseded" request dated September 11, 2019, recognized that there was no entitlement to the "local funds controlled by the Alameda County Transportation Commission."

It should also be noted that the proposed description and conditions regarding Valley Link delete and/or change significant descriptive and cautionary language (which was carefully negotiated and voter-approved) before funds may actually be "used." The text below sets forth full "before and after" language in a single view for the information of Commissioners and the public:

> ~~BART to Livermore ($400 M)~~
> Valley Link rail in Alameda County ($400 M)
>
> This project funds the first phase of a ~~BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ Valley Link rail extension from the existing Dublin/ Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.

> Funds are for construction for any element of this first phase project and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an ~~detailed~~ alternative assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Why are voter and environmental protections proposed to be removed for this new project? Do Commissioners really think this is wise and appropriate? Why not, at a minimum, wait until the requisite Environmental Review is both released in draft form and then completed? – This critical document is already a year behind the previous schedule.

Where is the San Joaquin County commitment to support their own residents who are likely to be the primary beneficiaries of this project? The proposed resolution merely states that:

> SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from ***future*** measures and state funds. **(emphasis added)**

Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and operations for this multi-county project. “Leveraging” of other funds should, at a minimum, be based on full and fair participation from designated “partners.”

Several places in the proposed “amendments” describe Valley link as “Commuter Rail," despite the fact that it is proposed to operate throughout the day. Subsection 49 CFR 37.3 in relevant part defines “commuter rail” as

> *Commuter rail transportation* means short-haul rail passenger service operating in metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fare, multiple ride, and commutation tickets and by morning and evening peak period operations. This term does not include light or rapid rail transportation.

Is this an attempt to obviate or avoid an obligation for ADA complementary paratransit service for passengers, or attempted passengers, who may have difficulty using the train service?

We must also ask if ACTC or Valley Link have informed MTC and ABAG that the proposed project will facilitate inter-regional commuting, contrary to the intent of SB 375 and the Bay Area's Sustainable Communities Strategy.

This message sets forth only some of the most obvious concerns about the proposed Measure BB actions. There are certain to be more, but disclosure by ACTC and Valley Link should not be delayed until the end of the requisite "public comment" period. The Sierra Club respectfully requests, and urges at a minimum, that the questions and issues noted above be addressed before any Commission action to consider Valley Link's requests. To do any less would call into question Commissioners' significant public service obligations to Alameda County voters, taxpayers, and residents. We look forward to working with you and ACTC staff to consider a full range of responsible uses of Measure BB funds. If you have any questions, or desire further information, please do not hesitate to contact Matt Williams at mwillia@mac.com.

Sincerely,

ss/
Matt Williams
Chair, Chapter Transportation and Compact Growth Committee

ss/
Dick Schneider
Chair, Chapter Tri–Valley Group Executive Committee

ss/
Eric Parfrey
Volunteer Leader, Mother Lode Chapter

Cc: Sierra Club California Director Phillips
San Francisco Bay Chapter Executive Committee Chair Bolotina
San Francisco Bay Chapter Director Berbeco

Memorandum 8.1F: Handout

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

DATE:	May 28, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy Vanessa Lee, Clerk of the Commission
SUBJECT:	Additional Public Comment Submissions regarding the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP)

Please find all written public comments received for the May 28, 2020 Commission meeting Item 8.1: Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan that were submitted after the Commission packet was distributed and were received by the 5 p.m. deadline notice on the agenda. These comments are in addition to those already distributed at Attachment E to item 8.1 in the Commission meeting materials. (*listed in alphabetical order):*

- Alameda County Taxpayers Association
- BART (1)
- BART (2)
- Bay Area Council
- Bay Area Transportation Working Group
- Building & Construction Trade Council of Alameda County
- Chabot-Las Positas Community College
- City of Dublin
- City of Livermore
- City of Pleasanton
- Innovation Tri-Valley Leadership Group
- Laborers' Local 304
- Livermore Amador Valley Transit Authority
- Pleasanton Chamber of Commerce
- Train Riders Association of California

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From:	Marcus Crawley
To:	Vanessa Lee
Subject:	Tri Valley $400 million
Date:	Saturday, May 23, 2020 7:59:43 AM

Pauline Cutter, Chair, and ACTC Commissioners May 22, 2020
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)

Dear Chair Cutter:

The Alameda County Taxpayers Association (ACTA), a 501(c)(4) organization, represents the taxpayers of this County in advocating legal and productive expenditures of taxpayer funds. As such, ACTA is a statutory appointer of a member of the ACTC Independent Watchdog Committee.

Alameda County Taxpayers Association [ACTA] is troubled by plan to transfer $400 million BART funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority. The Alameda County voters approved the Special Tax of Measure BB and to be dedicated for Alameda County transportation projects such as the BART to Livermore extension. The foremost consideration of ACTC must be the will of the voters. ACTC must narrowly construe the intention of the voters regarding the 'specific purposes' of the Measure BB special sales tax. The voters did not contemplate that the Measure BB taxes would single-handedly fund multi-county projects in the absence of funds contributions from other counties. When the Tri-Valley Authority has produced its share of the project funding, the ACTC can plan how to spend Tri-Valley Authority funds. ACTA will vigorously oppose any plan to divert these funds away from a voter-approved project.

For the present ACTC must demonstrate that it can plan a viable project by solving the BART to Livermore extension. This Committee must demonstrate leadership and build consensus on existing Alameda County projects, not leap ahead to the next glorious project that has not even been planned. As a first step in leadership, the committee should use its power to make the promised annual audits of Measure BB expenditures a reality.

We call on ACTC to table this action until such time as a proper study be made of this project and the logical alternatives, including a long-haul commuter express bus network for both Eastern Alameda County along the I-580 Corridor and over the hills from the Central Valley. We certainly have no objection to working jointly with Central Valley governments and other interest groups on a project of mutual benefit. However, we do not understand why ACTC is proposing that the Alameda County taxpayers be the first to transfer funds approved by the voters to benefit primarily Alameda County residents to a project that would instead primarily benefit residents of other counties – particularly since there is no commitment from those counties, or even an idea of when such a commitment might be made.

The $400 million was originally approved by the voters as part of Measure BB in 2014 for a BART extension to Livermore. The BART Board elected not to pursue this, so we agree it is proper to study other transportation improvements in this corridor – but, we believe that the first priority should be for what the voters intended, benefits for the residents and travelers along the I-580 corridor in the Eastern Tri-Valley area.

We do not object to the study of rail alternatives in this corridor and into the Central Valley, either BART or commuter/inter-city rail. But, in our role as a taxpayer advocate, we believe that it would be improper to advocate for rail unless and until a proper, unbiased study fairly considers other options, including a bus system on dedicated lanes, that could require far less taxpayer dollars and could be completed much faster. If the study shows that Valley Rail is the best option and is fair to the taxpayers and the traveling public, and is feasible, then ACTC should consider this $400 million reallocation at that time.

We do not understand the necessity nor the benefit of making this decision so early in the planning process.

I will be commenting on this matter at the Commission meeting.

Thank you for your consideration of the position of the Alameda County Taxpayers Association on this important matter before the Commission.

Respectfully submitted,

Marcus Crawley -President of

ACTA

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
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(510) 464-6000

2020

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3RD DISTRICT

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4TH DISTRICT

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5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As BART Director (District 5) and representative for my constituents and taxpayers in the Tri-Valley area, I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades. The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

I urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

John McPartland
BART Director, District 5

www.bart.gov

Cc: BART Directors and Board Appointed Officers
Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
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2020

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Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

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Rebecca Saltzman
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4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

Via Email

Mayor Pauline Cutter, Chair
c/o Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 95607
vlee@alamedactc.org

RE: Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request

Chair Cutter:

Thank you for the opportunity to comment on the above referenced item. On behalf of the San Francisco Bay Area Rapid Transit District (BART), I would like to express support for beginning a 45-day comment period on the proposed amendment to the 2014 Measure BB funded TEP, as described in the staff memorandum.

In May 2018, the BART Board of Directors certified the Final Project EIR for the BART to Livermore extension, and directed staff not to advance a specific project in the Tri-Valley. Pursuant to AB 758 (Baker), the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) at that point assumed responsibility to advance a rail project in the corridor. Since then, BART staff have been engaged with the TVSJVRRA throughout project feasibility and initial design and environmental assessments of the proposed Valley Link Rail project, and this coordination continues.

Because of this, BART supports the action to begin the public comment period for the amendment to the TEP naming the TVSJVRRA as an eligible recipient of Measure BB funds and specifically naming the Valley Link project in place of BART to Livermore. It is important to hear from Alameda County residents and other stakeholders. The District anticipates submitting a more detailed set of comments during the official 45-day comment period that this action will kick-off.

Please do not hesitate to contact me or my staff with any additional questions.

Sincerely,

Robert M. Powers
General Manager

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BAYAREA COUNCIL
Shape the Future

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Jim Wunderman

Jim Wunderman
President & CEO
Bay Area Council

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

Bay Area Transportation Working Group

May 23, 2020

Pauline Cutter, Chair, and ACTC Commissioners

Alameda County Transportation Commission

1111 Broadway, Suite 800

Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda Item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)"

Dear Chair Cutter:

The Bay Area Transportation Working Group (BATWG) is an Oakland-based 501(c)(3) composed of senior transportation experts and advocates with centuries of collective experience in California, Bay Area, and Alameda County transportation issues and projects.

At BATWG's May 21, 2020 meeting there was a discussion of the proposed diversion of Alameda County Measure BB funds to Valley Rail. After the discussion the vote was unanimous; we believe this action would be inappropriate and unwise.

What Valley Rail needs most right now is a full, proper, and unbiased study of its feasibility – including projected ridership, cost-effectiveness and identified sources of funding, all in comparison with the other transportation options for the corridor and all taking the changes brought on by COVID into full account.

In 2017, when the question how to use this $400 million was before the BART Board, the BART staff recommended a significantly upgraded bus option on grounds that it would better serve the transportation needs of Pleasanton and Livermore than an expensive 10-mile extension of BART to Livermore's Greenville Road would. BATWG strongly supported the staff's recommendation and subsequently submitted a list of proposed bus system enhancements.

The original BART Extension project approved by the Alameda County voters was intended to benefit the people of Alameda County, including the residents of

Pleasanton and Livermore Area and those traveling to those cities from more westerly Alameda County locations. Obviously, this was a project that the Alameda County taxpayers were willing to support because the vast majority of the benefits would accrue to Alameda County residents and taxpayers. Valley Rail, which includes five stations in the Central Valley and only three in Alameda County, is intended to primarily benefit non-Alameda County residents.

There is no reason or justification for diverting $400 million in BB funds to Valley Rail at this time.

The Bay Area Transportation Working Group looks forward to working with the ACTC in working to improve transportation in the I-580 Corridor.

Respectfully submitted,

Gerald Cauthen PE

President and Co-founder

Bay Area Transportation Working Group (BATWG)

510 208 5441

www.batwgblog.com

Building and Construction Trades Council of Alameda County, AFL-CIO

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Oakland, CA 94621
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Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

May 26, 2020

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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CHABOT
LAS POSITAS
COMMUNITY
COLLEGE
DISTRICT

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The CLPCCD and, especially Las Positas College, as evidenced by our MOU with LAVTA, recognize the value of public transportation in meeting sustainability goals and facilitating travel to and from the college. Specifically, the largest benefactor of these two projects will be Las Positas College, and the community we serve which encompasses over 9,200 students and 500 employees. Our research shows that our public transportation usage average is 10,000 individual rides per month and nearly 500 students take the bus each business day. Of our total student population, 20% take classes at both campuses. A rail extension to Livermore would support and facilitate the needs of student populations from both the Tri-Valley and 880/580 corridors. We know there is still a great need for additional public transportation options for all of our students and employees.

CLPCCD provides educational opportunities and support for completing of students' transfer, associate degree, basic skills, career technical education, and retraining goals. We serve, annually, approximately 29,000 students. Our employees and students use public transportation to get to and from their homes to our places of work.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Ronald P. Gerhard
Chancellor

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

CHABOT-LAS POSITAS COMMUNITY COLLEGE DISTRICT BOARD OF TRUSTEES

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OFFICE OF THE CHANCELLOR

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DUBLIN
CALIFORNIA
THE NEW
AMERICAN
BACKYARD

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Linda Smith
E33836CEEC044E0...
Linda Smith
City Manager, City of Dublin

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
925.833.6640
Fire Prevention
925.833.6606
Human Resources
925.833.6605
Parks & Community Services
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Police
925.833.6670
Public Works
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Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

LIVERMORE
CALIFORNIA

May 28, 2020

The Honorable Pauline Russo Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Agenda Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. Position of support.

Dear Chair Cutter:

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire County by reducing traffic over the Altamont Pass and through the congested I-580 and I-680 corridors. An estimated 93,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses, teachers, and people employed in manufacturing in the Tri-Valley and throughout Alameda County. Many of these Bay Area workers have been priced out of the communities they serve by rising housing costs and are suffering through an average 78-minute commute each way.

The environmental benefits of Valley Link are significant. Valley Link offers a rail alternative for those commuting by automobile. An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles

Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year.

Valley Link supports construction of badly needed affordable housing. Through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The Isabel Neighborhood Specific Plan, developed around the Valley Link station at Isabel Avenue, includes 4,095 new multifamily housing units with a mandatory 20% minimum affordable requirement with an overall goal for 25% affordable units in the Plan area.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will help ensure that this vital project can move forward to benefit the entire County and that commitments to the Tri-Valley are finally met.

Sincerely,

John Marchand

John Marchand
Mayor

cc: Supervisor Scott Haggerty
Tess Lengyel, ACTC Executive Director

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THE CITY OF
PLEASANTON

May 26, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that all of our Tri-Valley residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

P. O. Box 520, Pleasanton, CA 94566-0802 **123 Main Street**

City Manager
(925) 931-5002
Fax: 931-5482

City Attorney
(925) 931-5015
Fax: 931-5482

Economic Development
200 Old Bernal Avenue
(925) 931-5038
Fax: 931-5476

City Clerk
(925) 931-5027
Fax: 931-5492

DocuSign Envelope ID: 204908FC-3263-4FFD-9E9A-326AE97BA60A

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Nelson Fialho
9B5F9FFD0C8544D...

Nelson Fialho
City Manager

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Pleasanton City Council

From:	Tim Sbranti
To:	Vanessa Lee
Subject:	Public Comment for Item 8.1 at ACTC meeting on Thursday 5/28
Date:	Tuesday, May 26, 2020 11:26:55 PM

Hi Vanessa-

I hope you are doing well. Please make sure my comments are read into the record for Public Comment as part of agenda item 8.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti

Dear Chair Russo Cutter and Honorable Commissioners:

On behalf of the business and civic leaders who comprise the Innovation Tri-Valley Leadership Group, please support the Staff recommendation and the unanimous decision from PPLC to amend the Measure BB Transportation Expenditure Plan and replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. As Commissioner Haggerty pointed out at the PPLC meeting, a deliberate decision was made to ensure that priorities of leaders in each of ACTC's 4 planning areas were included in the measure. The priority in 2014 remains the same as it was 50 years as it is today.....establishing a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision approved by the voters of Alameda County for rail connectivity in the Tri-Valley.

Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it. Considering that the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley was transferred in 2018 from BART to the Tri-Valley - San Joaquin Valley Rail Authority, now is the time to transfer the funds as well for rail in the Tri-Valley. In recent months, the Authority has completed a Feasibility Report for Valley Link, a project proven to be cost-effective and efficient, estimated to carry between 26,000 and 28,000 riders a day to relieve gridlock in the highly congested I-580 corridor. With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority and the time to act is now.

Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with state, federal and private funding to complete the much-needed project, and we hope that you will

fulfill the original vision and meet present and future needs of the County by approving the item.

--

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group

www.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

From:	Rafael Gonzalez
To:	Vanessa Lee
Subject:	Valley Link
Date:	Tuesday, May 26, 2020 10:10:41 AM

Good morning. I am writing to you in support of the Valley Link project and the proposed funding of that project. As a representative of thousands of workers who commute from the Central Valley into the Bay Area, and as someone who does that same commute, I can attest to the importance of the Valley Link Rail System. I moved to Tracy, about 20 years ago and I have seen firsthand the increase in commuter traffic. All the experts agree that this will only continue to increase as time goes on. This will result in more time on the road, which increases the carbon footprint of each individual commuter. Valley Link provides a safe alternative from the Central Valley to the Bay Area, reducing the amount of vehicles on the road, which in turn results in lower commute times, carbon emissions, and stress levels!

Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.

The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.

For these reasons and other, I humbly ask that you consider having the Tri-Valley – San Joaquin Valley Regional Rail Authority recognized as an agency eligible for Measure BB funds (agency hadn't been created when Measure BB was approved). We are also seeking to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project. This will put $400 million in Measure BB funds into the control of the Valley Link Board.

I thank you for your consideration.

Rafael Gonzalez
President/ Field Representative
Laborers' Local 304
(510)581-9600 (office)
(510)432-2827 (mobile)

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Livermore Amador Valley
TRANSIT AUTHORITY

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

David G. Hudson

Cc: Alameda County Transportation Commission members
Tess Lengye!, ACTC Executive Director

1362 Rutan Ct., Ste. 100 | Livermore, CA 94551
O. (925) 455-7555 | F. (925) 443-1375
wheelsbus.com

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PLEASANTON CHAMBER of COMMERCE

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I am writing to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to eventually advance rail connectivity to the San Joaquin Valley. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are finally met.

Sincerely,

Steve Van Dorn
President & CEO

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

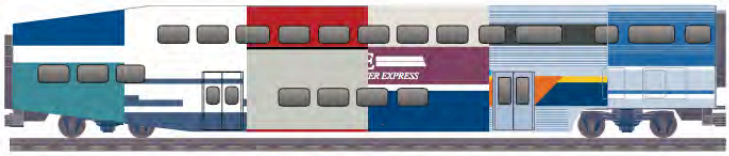
www.pleasanton.org
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TRAC
Train Riders Association of California

1025 Ninth Street Suite 223
Sacramento CA 95814-3516

(916) 557-1667
www.calrailnews.org
president@calrailnews.org



Officers

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Los Angeles County

William F. McGeehan III
Contra Contra County

May 26, 2020
Submitted to:
contact@
alamedactc.org

Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Agenda Item # 8.1, May 28 Meeting
Measure BB Exp. Plan Amendment

Dear Chair Cutter:

The Train Riders Association of California ("TRAC") is a statewide rail advocacy organization that has worked since 1984 to improve passenger rail service in California. TRAC has been involved in passenger rail planning for the Altamont Corridor for at least two decades. We have made presentations to the Valley Link Board and participated in their public meetings.

We write today to urge your Board to defer action on amending the Expenditure Plan for Measure BB until you receive an environmental impact report for Valley Link, which is nearing completion. The Administrative Draft was under review last October, and the Draft EIR is now scheduled for public review in September 2020. TRAC suggests the following reasons for deferral of this agenda item:

1. Without a certified EIR, there is no evidence to support the claim that the proposed Valley Link project will provide meaningful benefits to Alameda County taxpayers. The Commission has a special duty to taxpayers to make an affirmative finding of benefit, under Section 14 of the Expenditure Plan Guidelines:

> **No Expenditures Outside of Alameda County**: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. (emphasis added.)

2. From its inception, this project raised serious questions as to whether BART would be able to handle the additional passengers that Valley Link would transport from the Central Valley. The EIR

should resolve that question. If Valley Link were projected to make overcrowding on BART even worse, that would have serious implications as to whether the project could reasonably be judged as benefitting Alameda County residents.

3. An EIR would determine whether Valley Link would result in the construction of any infrastructure or station that would be inconsistent with the land use-constraining provisions of Alameda County year 2000 Measure D. On a related topic, an EIR will provide information on the Valley Link project's compliance with the County's Gateway Policy.

4. As the largest single capital project in Measure BB, BART to Livermore was the marquee project. Because of that special status, it demands special treatment above and beyond the 2/3 majority required for an amendment. This is not some minor project. Amending the Plan to include this project changes the entire profile of the measure, because the voters never gave their support to the Valley Link project. There is no evidence that the voters of the Tri-Valley, which did not support Measure BB, would support Valley Link.

5. Because Measure BB resulted in financial trade-offs between the Tri-Valley and the North County cities through a reweighting of the basic allocation formula for local streets and roads, the entire Expenditure Plan would need to be reopened to assure fairness for all jurisdictions.

6. Other alternative projects, including several that TRAC has advocated for, would potentially be far more cost-effective in providing the service that Valley Link seeks to offer. In particular, the $1+ billion dollar cost of the I-580 relocation is merely a utility relocation, offering no transportation benefit to taxpayers.

Thank you for considering these comments.

Sincerely yours,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President, TRAC

ALAMEDA County Transportation Commission

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

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Mayor Pauline Russo Cutter
City of San Leandro

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City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

May 28, 2020

Supervisor Richard Valle
County of Alameda
1221 Oak Street, Suite 536
Oakland, CA 94612

Via Email: richard.valle@acgov.org

Re: Alameda County Transportation Commission 2014 Measure BB Transportation Expenditure Plan Amendment Comment Period

Dear Supervisor Valle,

In November 2014, voters in Alameda County approved Measure BB, authorizing an extension of the existing transportation sales tax (Measure B), administered by the Alameda County Transportation Commission (Alameda CTC). The 2014 Transportation Expenditure Plan (2014 TEP) guides the investments of Measure BB revenues toward capital projects and programs that improve the countywide transportation system.

On May 28, 2020, the Alameda CTC Commission voted to initiate a comment period for comments by jurisdictions in Alameda County on a proposed amendment to the 2014 TEP to replace the BART to Livermore project with the "Valley Link" project. The 2014 TEP Implementing Guidelines specify that all jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

Proposed Amendment

In September 2019, the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) requested that Alameda CTC amend the 2014 TEP to replace the BART to Livermore project that is in the 2014 TEP with the Valley Link rail project, and transfer the associated $400 million that was identified for BART to Livermore to the Valley Link project. The TVSJVRRA was created in 2017 by the State Legislature (Assembly Bill 758) for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County. In 2017, BART released the Draft Environmental Impact Report for the BART to Livermore project, which had been under consideration for many years. In May 2018, the BART Board voted to certify the Final EIR and also passed a motion directing the BART General Manager to not advance an alternative, effectively

passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The amendment that has been requested to be made to the 2014 TEP includes the following key elements:

1. Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds.

2. Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.

3. Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.

4. Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above.

A detailed description of the proposed amendment and background can be found in the attached Alameda CTC Commission staff report.

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP) that is proposed to be removed:

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies

and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP, as detailed in the attached Alameda CTC Commission staff report.

Comment Period

On May 28, 2020 the Alameda CTC Commission voted to initiate the comment period. The 45-day comment period closes on July 13, 2020. Given the current shelter in place in effect in Alameda County, comments can be submitted electronically to: tepamendment@alamedactc.org, or by mail to the ACTC office.

Email: tepamendment@alamedactc.org, or

Address: 1111 Broadway, 8th Floor
Oakland, CA 94607

After the 45-day comment period, Alameda CTC staff will review and analyze the comments received and present the proposed amendment and comments to the Alameda CTC Planning, Policy and Legislation Committee for consideration and recommendation to the full Commission for action. To modify and amend the TEP, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners.

If you have any questions regarding this item, please contact me at tlengyel@alamedactc.org or 510.208.7402.

Sincerely,

Tess Lengyel
Executive Director

Attachment: May 28, 2020 Alameda CTC Commission Staff Report

cc: Scott Haggerty, Supervisor
Board of Supervisors, District 1
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ALAMEDA County Transportation Commission

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

Memorandum

8.1

DATE:	May 21, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Recommendation

It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request (Attachment A) for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and 4) make associated technical amendments. Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. This is an action item and requires 2/3 approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Summary

The 2014 Measure BB TEP included $400 million for BART to Livermore. Since that time, a significant number of developments have occurred on the project and in the project area, as detailed in the Project Background section of this memo. The TVSJVRRA was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

In 2017, BART released the Draft Environmental Impact Report for BART to Livermore. In May 2018 the BART Board voted to certify the Final EIR. The Board also passed a motion directing the General Manager to not advance an alternative, effectively passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The TVSJRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the $400 million from the BART to Livermore TEP project to Valley Link. The TEP amendment process, as detailed later in this memo, requires a 45-day comment period by jurisdictions in Alameda County. This recommended action would authorize the initiation of the 45-day comment period. Staff will then return to PPLC and the Commission after the completion of the comment period for final action on the proposed TEP amendment. Once a final amendment is recommended to the Commission after the comment period, a 2/3 vote by the Commission is needed per the TEP Implementing Guidelines.

The proposed amendment includes the following elements, which are documented in Attachments B and C:

1) Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds (Attachment B, Plan Amendment Resolution).
2) Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.
3) Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.
4) Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above (as shown in Attachment C, TEP Redline Markups).

Project Background

A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years, there have been efforts by many residents, local elected officials, and other stakeholders to extend the BART alignment to Livermore, including planning, funding and project development efforts.

Regional and State Rail Planning

In 2007, the San Francisco Bay Area Regional Rail Plan developed by the Metropolitan Transportation Commission (MTC) identified the BART to Livermore extension as an important inter-regional rail connection. The Regional Rail Plan envisioned that BART should connect to the ACE train service in Livermore in order to provide a reliable and fast transit option for the growing congestion over the Altamont Pass and along the I-580 corridor. The importance of rail service between the Tri-Valley and San Joaquin Valley was reiterated in the 2018 California State Rail Plan, which calls for a Tri-Valley rail hub and increased rail frequencies and connectivity over the Altamont Corridor.

BART to Livermore Project

By the 1980s, the extension of BART further east in the Tri-Valley was already under serious consideration. In the mid-1980s, BART purchased a potential site for a future station near the Isabel Avenue and Interstate 580 interchange and a site in the vicinity of Greenville Road and Interstate 580 for purposes of preserving land for a potential station and yard/maintenance facility. In 1997, the Dublin/Pleasanton line was opened, with a West Dublin station added in 2011.

Numerous local and regional transportation measures have included support for BART to Livermore, starting with the 1986 Alameda County Measure B, which included $170 million for a "Rail extension to Dublin Canyon". The 2000 TEP included funding of $8.7 million for "I-580 Corridor/BART to Livermore Studies". Measure BB included $400 million in the 2014 TEP for "BART to Livermore". The project also received Regional Measure 1 bridge toll funding to advance planning and environmental work. In June 2018, Bay Area voters approved Regional Measure 3, which includes $100 million for "Tri-Valley Transit Access Improvements."

In 2010, after two years of analysis, BART completed a Program Environmental Impact Report (EIR) that evaluated the feasibility of five potential station sites and 10 different alignments for the BART to Livermore extension. In 2012, the BART Board of Directors directed its staff to advance the conceptual engineering and environmental review of a one-station extension to Isabel Avenue (Proposed Project), as well as to coordinate with the City of Livermore on the land use planning around the future station site.

In 2014, Alameda County voters approved Measure BB to fund the 2014 TEP, which includes $400 million in dedicated funding for the BART to Livermore extension. Measure BB commits funds to support construction of the extension of BART in the I-580 corridor using the most effective and efficient technology.

On July 31, 2017, BART released the Draft Project EIR evaluating the Proposed Project and alternatives. In May 2018, BART released the Final Project EIR. The BART Board certified the Final Project EIR on May 24, 2018 and directed staff to not advance a specific project.

As major transportation project planning and analysis was underway, cities also advanced land use planning around future rail service. The City of Livermore prepared the Isabel Neighborhood Plan and program-level EIR for development around a new station. The Livermore City Council adopted the Isabel Neighborhood Plan and certified the EIR for the Plan in May 2018.

ACEforward Program

The San Joaquin Regional Rail Commission (SJRRC) ACEforward program outlined a vision for a phased rail infrastructure and service improvement plan to increase frequency, increase service reliability, and enhance passenger facilities along the existing ACE service corridor from San Jose to Stockton, and to extend ACE service to Modesto and Merced. The (SJRRC) released a Draft EIR in May of 2017 that was later rescinded; however, the technical

documents developed by the SJRRC for the ACEforward Draft EIR were made available to the TVSJVRRA for advancement of the Valley Link Project Feasibility Report and Draft EIR.

Creation of TVSJVRRA

In 2017 Assemblymembers Catharine Baker and Susan Eggman authored AB 758, which created the TVSJVRRA. The TVSJVRRA is led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal established for the TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system that reflects regional consensus and meet the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with a feasibility report.

AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance the project per AB 758. The TVSJVRRA adopted several goals and policies to guide the development of the project.

A key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

TVSJVRRA Adopted Project Goals:

The following goals were adopted by the TVSJVRRA to address identified regional and economic and transportation challenges:

- Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs.
- Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction, and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link Project Development Policies

The TVSJVRRA adopted several policies to guide the development framework of the project, including the following sustainability and transit-oriented development policies:

- Sustainability Policy: Identifies implementing strategies to achieve a zero emissions system. The adopted Sustainability Policy includes a commitment to encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households. It further directs maximizing benefits to these communities and households in the project planning and design of Valley Link. Four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities.
- Transit Oriented Development (TOD) Policy: Support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:
    - Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
    - Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently submitted by the City of Livermore to MTC/ABAG as a new PDA.

Valley Link Project Description

Valley Link is a proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail services between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

Attachment D includes a summary fact sheet and diagram of the proposed project.

The project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021 respectively.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (per a 2014 TEP amendment), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

Other Agency Actions

Given the project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, the San Joaquin Council of Governments (SJCOG), SJRRC, BART, Alameda CTC and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project:

- MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Resolution Number 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.
- SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.
- BART: BART has committed staff to directly lead the early development of the project due to its expertise in developing and delivering similar projects, such as the e-BART extension to Antioch.
- Alameda CTC, the SJRRC and Caltrans have provided technical reviews of preliminary design plans and documents. In addition, the TVSJRRA is in discussion with the City of Tracy regarding donation of a key 200-acre parcel under City of Tracy ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $20 million and is currently being appraised.

Project Considerations

The project construction will have significant impacts on the I-580 Express Lanes, with major impacts anticipated during construction. The TVSJVRRA staff have been working with Alameda CTC, as well as Caltrans, to identify design and construction considerations. Alameda CTC staff have held several workshops with the project design team to evaluate the preliminary design plans and will continue to be engaged through the ESC and technical groups to provide policy and technical feedback during design development to ensure minimal impacts to the I-580 Express Lanes. Alameda CTC will continue to work closely with the TVSJVRRA as the project design advances, and will also conduct financial analysis to understand potential impacts to toll revenues during construction to ensure revenue losses are addressed.

Proposed Amendments

The amendment that has been requested to be made to the 2014 TEP includes two elements as follows:

- Amend to include the new entity of the TVSJVRRA
- Amend to include the Valley Link Project for $400 million

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP):

BART Extension and System improvements ($710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as provide local funding for a proposed BART extension in the eastern part of the county.

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP. The proposed changes include moving the project from page 18 from the BART section of the TEP to page 20 under the section

"Major Transit Corridor and Commuter Rail Improvements", remove references to BART as the agency leading the rail extension, change references from the BART to Livermore project to Valley Link on pages 2, 3, 14, 18, 19 (map) and add Valley Link to the map on page 21 (see Attachment C).

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements as shown on Attachment C.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Implementing Guidelines Related to this TEP Amendment

Once the 2014 TEP amendments are complete, all the implementing guidelines will be applicable to the project and project sponsor similar to all other TEP projects. Specifically, for this TEP amendment, the following guidelines describe requirements for the amendment as well as the new project sponsor.

4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

8. Strict Project Deadlines: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

Note: any new amendment that adds a project must comply with this provision and the start date of the seven years will be from the date of the adopted amendment.

11. Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring

requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.

14. No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.

18. New Agencies: New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Planning, Policy and Legislation Committee (PPLC)

At the May PPLC meeting, Alameda CTC staff provided the Committee an overview of the amendment process and schedule, and Michael Tree, Executive Director of the TVSJVRRA gave an overview of the project. Discussion focused on questions related to the timing of the need for the amendment and clarification on the action the Commission would be voting on in May. A number of comment letters were received and summarized verbally for the Committee by the Clerk and emailed to the Committee members as received. The set of public comment letters received for the PPLC meeting is included here as Attachment E. Comment letters sent by Commissioners in their capacity as local government officials are not included but may be expressed verbally by Commissioner at the full Commission meeting. PPLC voted unanimously to advance the item to the full Commission.

Next Steps

Upon Commission approval to initiate the TEP amendment process, a 45-day comment period for jurisdictions in Alameda County will commence. Staff will return to the Commission to report on the comments received and to recommend final action by the Commission later this year.

Fiscal Impact: There is no fiscal impact for this item associated with the requested action.

Attachments:

A. Letter from TVSJVRRA Requesting TEP Amendment
B. Draft Resolution for 2014 TEP Amendment
C. Proposed 2014 Measure BB Expenditure Plan Redline Markups and Technical Amendments
D. Valley Link Project Fact Sheet
E. Comment letters received

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Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

8.1A

BOARD OF DIRECTORS

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Vice Chair, ACE

Michael Tree
Executive Director

May 4, 2020

Mayor Pauline Cutter, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, Ca 94607

Dear Chair Cutter,

This letter is intended to supersede the information in the letter written to Chair Valle on September 11, 2019 (attached) as it relates to the language to be amended in the 2014 Transportation Expenditure Plan currently found on page 18. Please use the following language for the amendment:

Valley Link Rail in Alameda County ($400 M)
This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Thank you,

Alameda County Supervisor Scott Haggerty, Chair

cc: Ms. Tess Lengyel, Executive Director, Alameda CTC

Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

BOARD OF DIRECTORS

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LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

September 11, 2019

Supervisor Richard Valle, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Valle,

In May of 2018 the BART Board decided not to extend conventional BART to Livermore in favor of deferring the development of a rail extension project to the newly established Tri-Valley – San Joaquin Valley Regional Rail Authority ("Authority").

In the statute that created the Authority, AB 758 (Eggman/Baker), the Legislature addressed the transfer of local funds to the Authority for the Valley Link project in Section 132658:

> "the unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority's purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 1800000)."

Over the past 18 months, the Authority has been actively engaged in the planning of Valley Link, a passenger rail project that connects with the Dublin/Pleasanton BART station and travels eastward to Livermore and beyond to communities in the Northern San Joaquin Valley. A key element of the Valley Link Funding Plan for the Dublin/Pleasanton connection with BART and rail construction to Livermore is the $400 million in Measure BB that is currently listed in the Alameda County 2014 Transportation Expenditure Plan ("Plan") for the BART to Livermore project. Per the requirements of the Plan, The Tri-Valley – San Joaquin Valley Regional Rail Authority requests the following amendments:

1. The Tri-Valley – San Joaquin Valley Regional Rail Authority, established by AB 758,be included as an eligible recipient of funds.
2. That the following, specific language be amended:

   Move and amend the following language from Page 18 of the Plan to Page 20:

Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

BOARD OF DIRECTORS

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LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

~~BART to Livermore~~ Valley Link to Livermore ($400 M)
The project funds Valley Link ~~the first phase of a BART to extension~~ within the I-580 Corridor freeway alignment from the Dublin/Pleasanton BART station to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of or any element of this ~~first phase~~ project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

In accordance with the Alameda County 2014 Transportation Expenditure Plan Implementing Guidelines, the Tri-Valley – San Joaquin Valley Regional Rail Authority understands and can fully comply with the requirements of recipients of Measure BB funds, including, but not limited to, annual audits and compliance reporting, the establishment of separate accounting funds for Measure BB funds, independent Watchdog reviews, performance measures, environmental clearance timelines, timely use of funds, contracting requirements, public reviews and approvals.

Thank you for your consideration,

Alameda County Supervisor Scott Haggerty, Chair

cc: Mr. Art Dao, Executive Director, Alameda CTC

Valley Link
Connecting People, Housing, and Jobs
1362 Rutan Court, Suite 100 | Livermore, CA 94551 | (925) 455-7564 | valleylinkrail.com

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ALAMEDA County Transportation Commission

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Executive Director
Tess Lengyel

Draft
ALAMEDA COUNTY TRANSPORTATION COMMISSION
Resolution No. 20-007

Resolution of the Alameda County Transportation Commission Amending the 2014 Transportation Expenditure Plan to Delete the BART to Livermore Project and add the Valley Link Project

WHEREAS, by action of the governing body ("Commission") of Alameda County Transportation Commission ("Alameda CTC") at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan ("2014 TEP"), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated $400 million to a project identified as "BART to Livermore," constituting the first phase of a San Francisco Bay Area Rapid Transit District ("BART") extension within the I-580 Corridor to serve residents and businesses in that Corridor.

WHEREAS, on May 24, 2018, the BART Board certified the Final Environmental Impact Report for the BART to Livermore project, but declined to approve the project as proposed nor any alternative for the project.

WHEREAS, Assembly Bill (AB) 758, as adopted by the State legislature and signed by the Governor, created the Tri Valley San Joaquin Valley Regional Rail Authority ("TVSJVRRA"), an entity led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal of TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley, to address regional economic and transportation challenges.

WHEREAS, AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance a rail extension in the Corridor, now identified as "Valley Link."

WHEREAS, a key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

WHEREAS, the Valley Link project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (subject to approval of this amendment to the 2014 TEP by the Commission), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

WHEREAS, given that the Valley Link project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (SJRRC), BART, Alameda CTC, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project, as outlined below:

MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.

WHEREAS, the 2014 TEP and Public Utilities Code Section 180207 together provide that the 2014 Plan may be modified if an amendment is approved by a two-thirds vote of the Commission.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended to delete the BART to Livermore Project and all references to that Project;

BE IT FURTHER RESOLVED that the Tri Valley San Joaquin Valley Regional Rail Authority be recognized as an eligible agency for recipient of funds in the 2014 TEP;

BE IT FURTHER RESOLVED that the Valley Link Rail Project in Alameda County with an allocation of $400 Million is placed in the 2014 TEP, described as follows:

This project funds the first phase of a Valley Link rail project from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BE IT FURTHER RESOLVED that the 2014 TEP be amended to include the following specific description of the Valley Link Project:

A proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail. The project is generally shown on the diagram below:

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 28, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

_____ _____

Pauline Russo Cutter, Vanessa Lee,

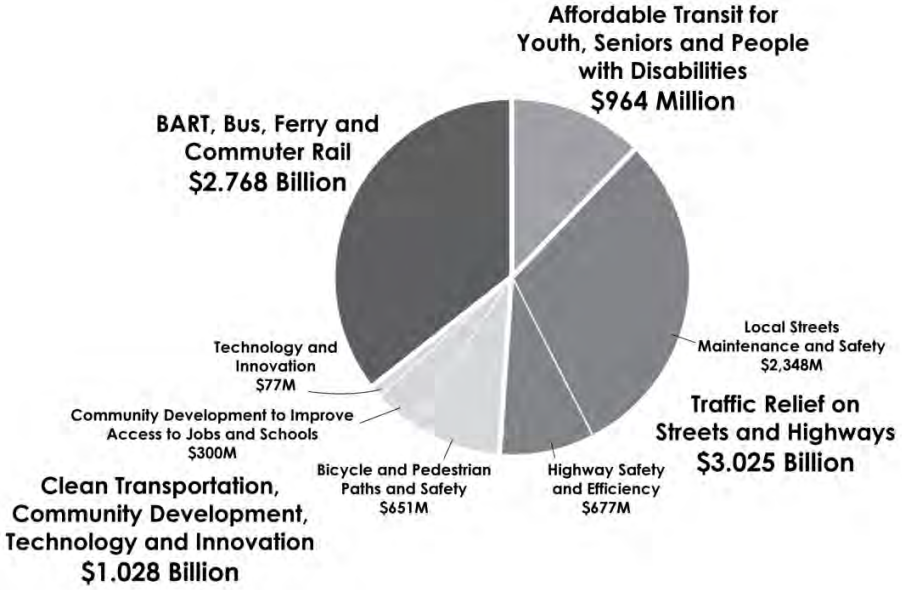
Chair, Alameda CTC Clerk of the Commission

INTRODUCTION

Summary of Investments	FUNDS ALLOCATION* ($ x million)
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	**$1,587**
BART Expansion and Maintenance	$349 ~~$749~~
Bus Operations, Maintenance and Rapid Bus Projects	$1,548
Commuter Rail Improvements	$832 ~~$432~~
Ferry Services in Alameda County	$39
Affordable Transit for Youth, Seniors and People with Disabilities	**$964**
Affordable Youth Transit to School and Transit Innovation	$190
Affordable Transit for Seniors and People with Disabilities	$774
Traffic Relief on Streets and Highways	**$3,025**
City and County Streets*	$2,348
Highway Safety and Efficiency	$677
Clean Transportation, Community Development, Technology and Innovation	**$1,028**
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	$651
Community Development Projects to Improve Access to Jobs and Schools	$300
Technology and Innovation	$77
TOTAL INVESTMENTS (YEAR 2015 TO 2045)**	**$7,785**

Notes:
*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.
**Estimated funds from 2015 to 2045 are anticipated to be almost $8 billion.

$7,785 in Total Investments Year 2015 to 2045



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount ($ x millions)	% of Total Funds
 **BART, Bus, Senior, and Youth Transit (48%)**	Transit: Operations, Maintenance, and Safety Program	AC Transit	$1,455.15	18.8%
		Altamont Commuter Express	$77.40	1.0%
		BART Maintenance	$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	$38.70	0.5%
		Livermore Amador Valley Transit Authority	$38.70	0.5%
		Union City Transit	$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	$15.00	0.19%
		Subtotal	**$1,857.63**	**24%**
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	$232.20	3.0%
		East Bay Paratransit - AC Transit	$348.31	4.5%
		East Bay Paratransit - BART	$116.10	1.5%
		Coordination and Service Grants	$77.40	1.0%
		Subtotal	**$774.01**	**10%**
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	$10.0	**14%**
		Alameda to Fruitvale BART Rapid Bus	$9.0	
		Grand/MacArthur BRT	$6.0	
		College/Broadway Corridor Transit Priority	$10.0	
		Subtotal	**$35.0**	
	BART System Modernization and Expansion	Irvington BART Station	$120.0	
		Bay Fair Connector/BART METRO	$100.0	
		BART Station Modernization and Capacity Program	$90.0	
		~~BART to Livermore~~	~~$400.0~~	
		Subtotal	**$~~710.0~~310.0**	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	$120.0	
		Union City Intermodal Station	$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	$110.0	
		Oakland Broadway Corridor Transit	$10.0	
		Capitol Corridor Service Expansion	$40.0	
		Valley Link	$400.0	
		Subtotal	**$~~355.0~~755.0**	
	TOTAL		**$3,731.64**	**48%**

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.
BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.
All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments. Funds for operations and maintenance will be provided to transit operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing ~~BART~~ rail system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, $1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

Transit Operations and Maintenance Program (21.55% of net revenue, estimated at $1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) $Millions
AC Transit	18.8%	$1,455
ACE	1.0%	$77
BART Maintenance	0.5%	$39
WETA (ferries)	0.5%	$39
LAVTA (WHEELS)	0.5%	$39
Union City Transit	0.25%	$19
Total Transit Operations	**21.55%**	**$1,668**

Affordable Youth Transit Pass Program ($15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at $175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

ACTC_AR1283

BART STATION ~~EXTENSION~~ AND SYSTEM IMPROVEMENTS ($37~~7~~10 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system~~, as well as provide local funding for a proposed BART extension in the eastern part of the county.~~

~~BART to Livermore ($400 M)~~

~~This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.~~

BART Station Upgrades and System Improvements ($310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.



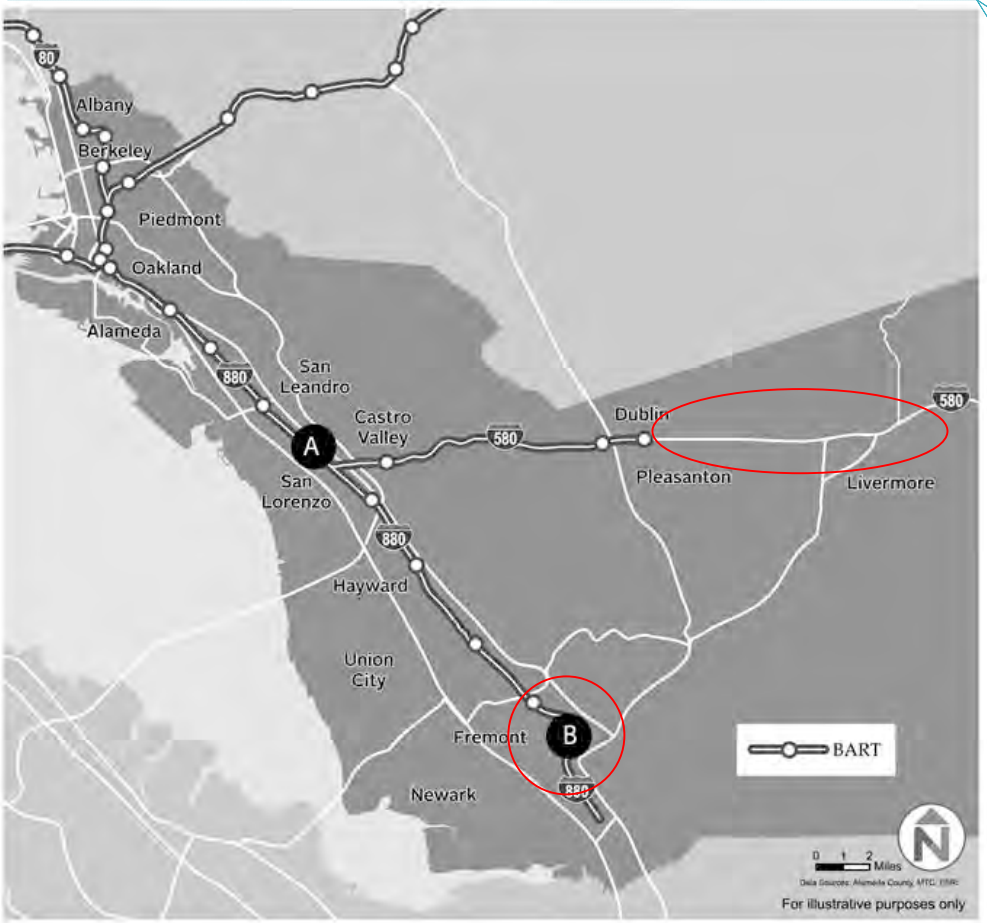
- **The Bay Fair Connector/BART METRO project will receive $100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive $90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.

- **The Irvington BART Station will receive $120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

ACTC_AR1284

BART INVESTMENTS



A Bay Fair Connector / BART METRO

B Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities

Commented [ACTC1]: Bottom circle: The new "B" is Irvington BART Station, and below that removal of "C"

Commented [ACTC2]: Top circle: Removal of the original "B – BART Extension to Livermore (within the I-580 corridor)"

Commented [ACTC3]: Middle circle: Change the original "C – Irvington BART Station" to a new "B"

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS ($~~355~~ 755 M)

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Corridor Area Transportation Improvements ($120 M)

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

Union City Intermodal Station ($75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.



Capitol Corridor Service Expansion ($40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

Railroad Corridor Right of Way Preservation and Track Improvements ($110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

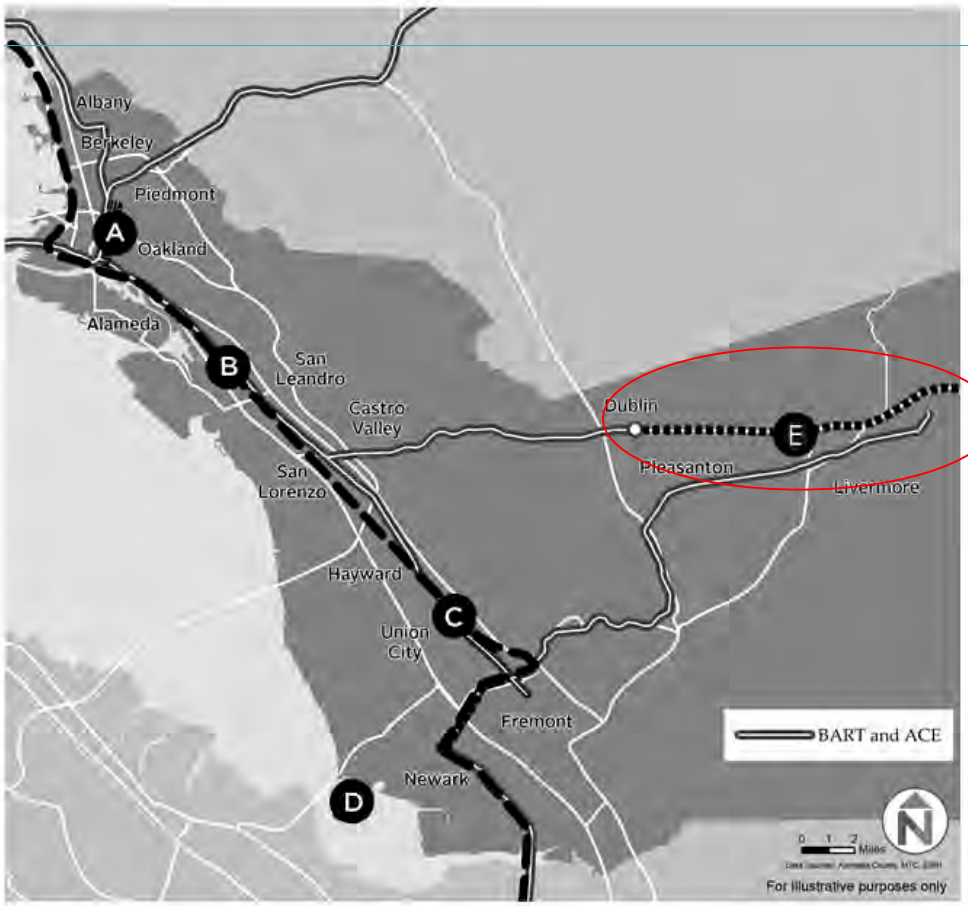
Oakland Broadway Corridor Transit ($10 M)

This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

Valley Link Rail in Alameda County ($400 M)

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



A Broadway Corridor Transit

B Capitol Corridor Service Expansion

C Union City Intermodal Station

D Dumbarton Corridor Area Transportation Improvements

E Valley Link Rail

Not Shown:
- Railroad Corridor Right of Way Preservation and Track Improvements

Commented [ACTC4]: **Both circles:** Addition of "E – Valley Link Rail" on the map and in the legend

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Valley Link

Connecting People, Housing, and Jobs

Fact Sheet

Project Overview

Connecting San Joaquin Valley to the Bay Area. Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

A Seamless Connection to BART. The first phase of service will provide a seamless and timed connection to BART, with service from North Lathrop to the Dublin/ Pleasanton BART station.

Frequent and Reliable Service. Trains will run throughout the day in both directions with the goal of matching BART frequency and hours of operation.

Initial Service Characteristics

	PEAK	OFF-PEAK
Between Dublin/ Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)



As of APRIL 2020

Tri-Valley • San Joaquin Valley REGIONAL RAIL AUTHORITY



By the Numbers

- **9,3500 Bay Area workers** - commuting from San Joaquin Valley today
- **42 Miles** - using existing transportation corridors
- **7 Stations** – Dublin/Pleasanton, Isabel, Mountain House, Tracy, River Islands, North Lathrop
- **78 Minutes** - current average commute each way
- **28 days** – total commute time per year for average commuter
- **75% increase** - commute traffic on I-580 by 2040
- **58% increase** – truck traffic on I-580 by 2040
- **25 daily round-trips** - by Valley Link trains each day in 2040
- **28,000 riders** – estimated in 2040 for Valley Link per day
- **99.4 Million** – reduction in Vehicle Miles Traveled (VMT) per year in 2040
- **33,000 metric tons** – reduction in greenhouse gas emissions (GHG) per year
- **0 Emissions** – battery-electric and hydrogen vehicle technologies under development
- **$2.4 Billion** - cost of Valley Link Phase 1 from Dublin/ Pleasanton BART to North Lathrop, in year of expenditure
- **$628 million** - identified as available for the project:
  - **$400 million** - Measure BB funds
  - **$188 million** - Bridge Toll funds
  - **$40 million - impact fees from the City of Livermore**
- **2027 – target date for Valley Link revenue service**

Project Benefits

Valley Link aims to be a model of sustainability in the design, construction and operation of the system. It is vital to our state's economy, environment and the quality of life in our communities:

- Serves communities and households in the Northern San Joaquin Valley with some of our state's highest poverty rates;
- Promotes equity by maximizing benefits to disadvantaged communities
- Links the Northern California Megaregion's workforce to affordable housing;
- Readily connects our state's future high-speed rail system to BART;
- Provides direct and seamless service to major employment centers in all parts of the Bay Area;
- Provides opportunities for compact transit-oriented development; and
- Will have a significant impact on the reduction of VMT and greenhouse gas emissions.
- Operates on renewable energy

Sources:
Bay Area Economic Institute Valley Link Project Feasibility Report (October 2019)
San Joaquin County Council of Governments

For more information about Valley Link, visit **www.valleylinkrail.com**

Building and Construction Trades Council of Alameda County, AFL-CIO

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Andreas Cluver
Secretary-Treasurer

Rob Stoker
President

Rafael Gonzalez
Vice President

Che Timmons
Sergeant in Arms

Auto & Marine Painters, #1176
Boilermakers, #549
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Carpenters, #713
Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

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opeiu:29/afl-cio

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Bay Area Transportation Working Group (BATWG)

May 11, 2020

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation Committee

Alameda County Transportation Commission (ACTC)

1111 Broadway, Suite 800 Oakland, CA 94607

Dear Commissioner Ortez:

It has come to our attention that the ACTC is thinking of reallocating the Measure BB funds set aside for the Livermore BART connection to "Valley Link". We urge you to desist.

For one thing such an action would make a mockery of what the Alameda County voters voted for in 2016. For another it would deny the people of Livermore the one good way of getting from their city to the East Dublin BART Station.

At the time the BART Board was considering whether or not to put the Measure BB $400 million toward a proposed $3.2 billion BART extension to Greenville Road, BATWG conducted an extensive investigation of the bus alternative. It was our conclusion that in terms of improving the access of the people of Livermore to BART, well-appointed buses (patterned after the privately-operated hi-tech buses) operating in bus-only lanes would be a far cheaper and better option. At the time we envisioned three separate lines originating in separate parts of Livermore all traveling out-of-traffic, at least during commute hours, to the Station.

Sincerely,

Gerald Cauthen
Co-Founder and President,
Bay Area Transportation Working Group
510 208 5441
www.batwgblog.com

Bay Area Transportation Working Group
3001 Ashbrook Court
Oakland CA 94601
www.batwgblog.com

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From:	Angie Ayers
To:	Angie Ayers
Cc:	Tess Lengyel; Vanessa Lee
Subject:	FW: Bike East Bay comments on Valley Link
Date:	Monday, May 11, 2020 12:23:17 PM

Hello Commissioners,

Please see the below public comment for item 5.1.

Regards,
Angie

Angie Ayers, Associate Administrative Analyst
Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607
Phone: 510.208.7450 direct dial | 510.208.7400 main line
Email: aayers@alamedactc.org Website: www.alamedactc.org
Facebook: www.facebook.com/alamedactc Twitter: @alamedactc

From: Vanessa Lee
Sent: Monday, May 11, 2020 12:20 PM
To: Dave(dave@bikeeastbay.org) Campbell <dave@bikeeastbay.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>; Angie Ayers <aayers@alamedactc.org>
Subject: RE: Bike East Bay comments on Valley Link

Received. Thank you.

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Dave Campbell <dave@bikeeastbay.org>
Sent: Monday, May 11, 2020 12:19 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Bike East Bay comments on Valley Link

Commission

We support transit, and possibly this project too, but have questions and concerns around:

1. The lack of public outreach in Livermore to generate support for this project. Measure BB in Livermore did not get a ton of support and BART was controversial. RM3 get even less support in Livermore. We don't want this project to be controversial like the BART project was. The Isabel Neighborhood Plan was controversial too because of BART. Where are the residents of Livermore on this project?;
2. Hour headways off -peak is poor public transit, and is in fact commuter rail. This corridor needs good transit. What can be done to convert this project from commuter rail to good transit?
3. Can we hear more about the financial crisis and how this project is affected? It's concerning to hear a presentation that does not acknowledge the current financial crisis.

Thank you for more clarifying information.

--
Dave Campbell
Advocacy Director
Bike East Bay
****
Office: 466 Water Street at Jack London Square in Oakland
Mail: PO Box 1736, Oakland, CA 94604
Cell: (510) 701-5971
BikeEastBay.org

Learn how COVID-19 is impacting Bike East Bay events and activities.

From:	Vanessa Lee
To:	Angie Ayers
Subject:	FW: Public Comment for item 5.1 at ACTC"s PPLC meeting on Monday 5/11
Date:	Monday, May 11, 2020 11:26:37 AM
Attachments:	hyperlinked_PPLC_Agenda_20200511.pdf

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, May 7, 2020 1:42 PM
To: Vanessa Lee <VLee@alamedactc.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>
Subject: Public Comment for item 5.1 at ACTC's PPLC meeting on Monday 5/11

Hi Vanessa-

I hope you are staying healthy and safe. Considering that I cannot attend next Monday's PPLC meeting in person due to the SIP, please make sure my comments are read into the record for Public Comment as part of agenda item 5.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti
(925) 858-5303

Dear Chair Ortiz and Honorable Commissioners:

On behalf of the Innovation Tri-Valley Leadership Group, I respectfully request for the PPLC to support the Staff recommendation to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. Our Committee worked to ensure that the Expenditure Plan included the fulfillment of plans dating back to the 1960's which envisioned a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. This vision was part of the plan approved by the voters of Alameda County. Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it.

Four years later in May of 2018, the BART Board certified the BART to Livermore EIR but transferred the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley to the Tri-Valley - San Joaquin Valley Rail Authority. The Authority has since completed a Feasibility Report for Valley Link, a project proven to be cost effective and efficient, estimated to carry between 26,000 and 28,000 riders a day in the highly congested I-580 corridor.

With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority that will benefit the environment, the economy and the quality of life of residents and

Bay Area workers. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete the project. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision of Measure BB for rail connectivity in the Tri-Valley, and I urge the Committee to approve the item.

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group
925.858.5303
tsbranti@innovationtrivalley.orgwww.innovationtrivalley.org

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May 8, 2020

Elsa Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: PPLC Agenda Item 5.1 – Tri-Valley-San Joaquin Valley Regional Rail Authority Request for 2014 Measure BB Transportation Expenditure Plan Amendment – **SUPPORT**

Dear Chair Ortiz:

I am writing on behalf of the Livermore Valley Chamber of Commerce (LVCC), a business membership organization with nearly 500 members from a cross-section of private/public and non-profit industry sectors that employ nearly 20,000 workers. Ensuring that public dollars are wisely spent and that taxpayers receive a good return on their investment, while responsibly planning, funding, and maintaining and operating our transportation system is a key policy priority for LVCC.

LVCC supports the above referenced item, advancing the efforts to close the gap in the I-580 corridor for an urgently needed and long-awaited, effective rail connection between Livermore and the Dublin/Pleasanton East BART station. I reiterate the support formerly expressed by LVCC over many years for planning and funding support for such a project. LVCC appreciates the wisdom of the leaders of the Alameda County Transportation Commission in designating significant funding in Measure BB (which was supported by LVCC) to provide for a future rail connection in this corridor. In light of events that have transpired since the approval of BB, your prudent actions necessary to amend the expenditure plan to accommodate the request by the Tri-Valley-San Joaquin Valley Regional Rail Authority is welcomed and appreciated. LVCC recognizes and strongly supports the efforts of the TVSJRRA to effectively deliver a rail connection project in this corridor within the next few years.

We look forward to moving forward with this initiative and this project, and stand ready to support you in this action.

Respectfully,
Dawn P. Argula
Dawn P. Argula
CEO/President

C: Scott Haggerty, First District Supervisor, Alameda County BOS
Tess Lengyel, Executive Director, Alameda County Transportation Commission
Michael Tree, Executive Director, Valley Link
John Marchand, Mayor, City of Livermore

Livermore Valley Chamber of Commerce
2157 First Street Livermore CA 94550
925.447.1606
www.livermorechamber.org

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May 11, 2020

Via email to: vlee@alamedactc.org

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation (PP&L) Committee
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: PP&L Agenda item #5.1 – Approve Tri-Valley- San Joaquin Valley Regional Rail Authority (TVSJVRRA, aka Valley Link) Request for a 2014 Measure BB Transportation Plan Expenditure (TEP) Amendment

Dear Chair Ortiz and Members of the PP&L Committee:

On behalf of our more than 13,500 members in Alameda County, the Sierra Club writes to respectfully express great concern about Item #5.1 on your Agenda for Monday May 11, 2020. We believe that there are far too many issues and questions that should be addressed before the recommended actions move forward.

We recognize that the proposed actions before your Committee are just the beginning of a process to reprogram the sales tax funds that were approved by voters for "BART to Livermore." But as set forth in the staff memo, the proposed actions, and their timing, would establish dangerous precedents for lack of planning and financial responsibility. There is simply no need to rush into the proposed actions, particularly in the context of the current health and financial crises being faced by the State and local communities. Why not first take time for responsible analysis and an opportunity to see if-how-and-when recovery is able to occur, before committing funds that may not materialize for years to come?

Every responsible forecast is anticipating that "the future of work" will be different, post-pandemic, than we have ever been experiencing previously. Why base such a massive investment of public funds on what is already and at best "old data?"

The first Agenda request is that the TVSJVRRA be acknowledged as a new agency in Alameda County that can be an eligible recipient of Measure BB funds. While this

2530 San Pablo Ave., Suite I, Berkeley, CA 94702 Tel. (510) 848-0800 Email: info@sfbaysc.org

should be the least controversial element of the requests, nothing in the staff memo identifies the potential magnitude of impacts on other Measure BB transit recipients. There is no operating budget provided in the Committee materials. Can taxpayers and pre-pandemic passengers be assured that this new system will not become a drain on other, voter-approved transit agencies in the County?

The second and third requests would remove “BART to Livermore” from the TEP and substitute Valley Link with no consideration of possible alternatives – why? The project list for Measure BB was the result of years of input and deliberation by Community and Technical Working Groups. Why not have a full and fair competition for alternative uses of these funds, throughout the full list of “BART, Bus, Senior, and Youth Transit” options identified as the relevant “Type” on page 3 of the TEP (page 24 of the Committee packet), especially with the enormous uncertainties facing projections for both traffic and funding revenues?

Implementing Guideline 22 of the Measure BB TEP is surprisingly omitted from the staff memo, but supports this broadened approach, stating:

> **22. Fund Allocations**: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

Even the language from AB 758 (Eggman/Baker, PUC section 132658) that is quoted in the “superseded” request dated September 11, 2019, recognized that there was no entitlement to the “local funds controlled by the Alameda County Transportation Commission.”

It should also be noted that the proposed description and conditions regarding Valley Link delete and/or change significant descriptive and cautionary language (which was carefully negotiated and voter-approved) before funds may actually be “used.” The text below sets forth full “before and after” language in a single view for the information of Commissioners and the public:

> ~~BART to Livermore ($400 M)~~
> Valley Link rail in Alameda County ($400 M)
>
> This project funds the first phase of a ~~BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ Valley Link rail extension from the existing Dublin/ Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.

> Funds are for construction for any element of this first phase project and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an ~~detailed~~ alternative assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Why are voter and environmental protections proposed to be removed for this new project? Do Commissioners really think this is wise and appropriate? Why not, at a minimum, wait until the requisite Environmental Review is both released in draft form and then completed? – This critical document is already a year behind the previous schedule.

Where is the San Joaquin County commitment to support their own residents who are likely to be the primary beneficiaries of this project? The proposed resolution merely states that:

> SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from ***future*** measures and state funds. **(emphasis added)**

Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and operations for this multi-county project. “Leveraging” of other funds should, at a minimum, be based on full and fair participation from designated “partners.”

Several places in the proposed “amendments” describe Valley link as “Commuter Rail," despite the fact that it is proposed to operate throughout the day. Subsection 49 CFR 37.3 in relevant part defines “commuter rail” as

> *Commuter rail transportation* means short-haul rail passenger service operating in metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fare, multiple ride, and commutation tickets and by morning and evening peak period operations. This term does not include light or rapid rail transportation.

Is this an attempt to obviate or avoid an obligation for ADA complementary paratransit service for passengers, or attempted passengers, who may have difficulty using the train service?

We must also ask if ACTC or Valley Link have informed MTC and ABAG that the proposed project will facilitate inter-regional commuting, contrary to the intent of SB 375 and the Bay Area's Sustainable Communities Strategy.

This message sets forth only some of the most obvious concerns about the proposed Measure BB actions. There are certain to be more, but disclosure by ACTC and Valley Link should not be delayed until the end of the requisite "public comment" period. The Sierra Club respectfully requests, and urges at a minimum, that the questions and issues noted above be addressed before any Commission action to consider Valley Link's requests. To do any less would call into question Commissioners' significant public service obligations to Alameda County voters, taxpayers, and residents. We look forward to working with you and ACTC staff to consider a full range of responsible uses of Measure BB funds. If you have any questions, or desire further information, please do not hesitate to contact Matt Williams at mwillia@mac.com.

Sincerely,

ss/
Matt Williams
Chair, Chapter Transportation and Compact Growth Committee

ss/
Dick Schneider
Chair, Chapter Tri–Valley Group Executive Committee

ss/
Eric Parfrey
Volunteer Leader, Mother Lode Chapter

Cc: Sierra Club California Director Phillips
San Francisco Bay Chapter Executive Committee Chair Bolotina
San Francisco Bay Chapter Director Berbeco

Memorandum 8.1F: Handout

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

DATE:	May 28, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy Vanessa Lee, Clerk of the Commission
SUBJECT:	Additional Public Comment Submissions regarding the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP)

Please find all written public comments received for the May 28, 2020 Commission meeting Item 8.1: Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan that were submitted after the Commission packet was distributed and were received by the 5 p.m. deadline notice on the agenda. These comments are in addition to those already distributed at Attachment E to item 8.1 in the Commission meeting materials. (*listed in alphabetical order):*

- Alameda County Taxpayers Association
- BART (1)
- BART (2)
- Bay Area Council
- Bay Area Transportation Working Group
- Building & Construction Trade Council of Alameda County
- Chabot-Las Positas Community College
- City of Dublin
- City of Livermore
- City of Pleasanton
- Innovation Tri-Valley Leadership Group
- Laborers' Local 304
- Livermore Amador Valley Transit Authority
- Pleasanton Chamber of Commerce
- Train Riders Association of California

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From:	Marcus Crawley
To:	Vanessa Lee
Subject:	Tri Valley $400 million
Date:	Saturday, May 23, 2020 7:59:43 AM

Pauline Cutter, Chair, and ACTC Commissioners May 22, 2020
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)

Dear Chair Cutter:

The Alameda County Taxpayers Association (ACTA), a 501(c)(4) organization, represents the taxpayers of this County in advocating legal and productive expenditures of taxpayer funds. As such, ACTA is a statutory appointer of a member of the ACTC Independent Watchdog Committee.

Alameda County Taxpayers Association [ACTA] is troubled by plan to transfer $400 million BART funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority. The Alameda County voters approved the Special Tax of Measure BB and to be dedicated for Alameda County transportation projects such as the BART to Livermore extension. The foremost consideration of ACTC must be the will of the voters. ACTC must narrowly construe the intention of the voters regarding the 'specific purposes' of the Measure BB special sales tax. The voters did not contemplate that the Measure BB taxes would single-handedly fund multi-county projects in the absence of funds contributions from other counties. When the Tri-Valley Authority has produced its share of the project funding, the ACTC can plan how to spend Tri-Valley Authority funds. ACTA will vigorously oppose any plan to divert these funds away from a voter-approved project.

For the present ACTC must demonstrate that it can plan a viable project by solving the BART to Livermore extension. This Committee must demonstrate leadership and build consensus on existing Alameda County projects, not leap ahead to the next glorious project that has not even been planned. As a first step in leadership, the committee should use its power to make the promised annual audits of Measure BB expenditures a reality.

We call on ACTC to table this action until such time as a proper study be made of this project and the logical alternatives, including a long-haul commuter express bus network for both Eastern Alameda County along the I-580 Corridor and over the hills from the Central Valley. We certainly have no objection to working jointly with Central Valley governments and other interest groups on a project of mutual benefit. However, we do not understand why ACTC is proposing that the Alameda County taxpayers be the first to transfer funds approved by the voters to benefit primarily Alameda County residents to a project that would instead primarily benefit residents of other counties – particularly since there is no commitment from those counties, or even an idea of when such a commitment might be made.

The $400 million was originally approved by the voters as part of Measure BB in 2014 for a BART extension to Livermore. The BART Board elected not to pursue this, so we agree it is proper to study other transportation improvements in this corridor – but, we believe that the first priority should be for what the voters intended, benefits for the residents and travelers along the I-580 corridor in the Eastern Tri-Valley area.

We do not object to the study of rail alternatives in this corridor and into the Central Valley, either BART or commuter/inter-city rail. But, in our role as a taxpayer advocate, we believe that it would be improper to advocate for rail unless and until a proper, unbiased study fairly considers other options, including a bus system on dedicated lanes, that could require far less taxpayer dollars and could be completed much faster. If the study shows that Valley Rail is the best option and is fair to the taxpayers and the traveling public, and is feasible, then ACTC should consider this $400 million reallocation at that time.

We do not understand the necessity nor the benefit of making this decision so early in the planning process.

I will be commenting on this matter at the Commission meeting.

Thank you for your consideration of the position of the Alameda County Taxpayers Association on this important matter before the Commission.

Respectfully submitted,

Marcus Crawley -President of

ACTA

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

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Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As BART Director (District 5) and representative for my constituents and taxpayers in the Tri-Valley area, I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades. The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

I urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

John McPartland
BART Director, District 5

www.bart.gov

Cc: BART Directors and Board Appointed Officers
Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
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Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

Via Email

Mayor Pauline Cutter, Chair
c/o Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 95607
vlee@alamedactc.org

RE: Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request

Chair Cutter:

Thank you for the opportunity to comment on the above referenced item. On behalf of the San Francisco Bay Area Rapid Transit District (BART), I would like to express support for beginning a 45-day comment period on the proposed amendment to the 2014 Measure BB funded TEP, as described in the staff memorandum.

In May 2018, the BART Board of Directors certified the Final Project EIR for the BART to Livermore extension, and directed staff not to advance a specific project in the Tri-Valley. Pursuant to AB 758 (Baker), the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) at that point assumed responsibility to advance a rail project in the corridor. Since then, BART staff have been engaged with the TVSJVRRA throughout project feasibility and initial design and environmental assessments of the proposed Valley Link Rail project, and this coordination continues.

Because of this, BART supports the action to begin the public comment period for the amendment to the TEP naming the TVSJVRRA as an eligible recipient of Measure BB funds and specifically naming the Valley Link project in place of BART to Livermore. It is important to hear from Alameda County residents and other stakeholders. The District anticipates submitting a more detailed set of comments during the official 45-day comment period that this action will kick-off.

Please do not hesitate to contact me or my staff with any additional questions.

Sincerely,

Robert M. Powers
General Manager

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BAYAREA COUNCIL
Shape the Future

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Jim Wunderman

Jim Wunderman
President & CEO
Bay Area Council

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

Bay Area Transportation Working Group

May 23, 2020

Pauline Cutter, Chair, and ACTC Commissioners

Alameda County Transportation Commission

1111 Broadway, Suite 800

Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda Item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)"

Dear Chair Cutter:

The Bay Area Transportation Working Group (BATWG) is an Oakland-based 501(c)(3) composed of senior transportation experts and advocates with centuries of collective experience in California, Bay Area, and Alameda County transportation issues and projects.

At BATWG's May 21, 2020 meeting there was a discussion of the proposed diversion of Alameda County Measure BB funds to Valley Rail. After the discussion the vote was unanimous; we believe this action would be inappropriate and unwise.

What Valley Rail needs most right now is a full, proper, and unbiased study of its feasibility – including projected ridership, cost-effectiveness and identified sources of funding, all in comparison with the other transportation options for the corridor and all taking the changes brought on by COVID into full account.

In 2017, when the question how to use this $400 million was before the BART Board, the BART staff recommended a significantly upgraded bus option on grounds that it would better serve the transportation needs of Pleasanton and Livermore than an expensive 10-mile extension of BART to Livermore's Greenville Road would. BATWG strongly supported the staff's recommendation and subsequently submitted a list of proposed bus system enhancements.

The original BART Extension project approved by the Alameda County voters was intended to benefit the people of Alameda County, including the residents of

Pleasanton and Livermore Area and those traveling to those cities from more westerly Alameda County locations. Obviously, this was a project that the Alameda County taxpayers were willing to support because the vast majority of the benefits would accrue to Alameda County residents and taxpayers. Valley Rail, which includes five stations in the Central Valley and only three in Alameda County, is intended to primarily benefit non-Alameda County residents.

There is no reason or justification for diverting $400 million in BB funds to Valley Rail at this time.

The Bay Area Transportation Working Group looks forward to working with the ACTC in working to improve transportation in the I-580 Corridor.

Respectfully submitted,

Gerald Cauthen PE

President and Co-founder

Bay Area Transportation Working Group (BATWG)

510 208 5441

www.batwgblog.com

Building and Construction Trades Council of Alameda County, AFL-CIO

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Glaziers #169
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Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

May 26, 2020

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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CHABOT
LAS POSITAS
COMMUNITY
COLLEGE
DISTRICT

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The CLPCCD and, especially Las Positas College, as evidenced by our MOU with LAVTA, recognize the value of public transportation in meeting sustainability goals and facilitating travel to and from the college. Specifically, the largest benefactor of these two projects will be Las Positas College, and the community we serve which encompasses over 9,200 students and 500 employees. Our research shows that our public transportation usage average is 10,000 individual rides per month and nearly 500 students take the bus each business day. Of our total student population, 20% take classes at both campuses. A rail extension to Livermore would support and facilitate the needs of student populations from both the Tri-Valley and 880/580 corridors. We know there is still a great need for additional public transportation options for all of our students and employees.

CLPCCD provides educational opportunities and support for completing of students' transfer, associate degree, basic skills, career technical education, and retraining goals. We serve, annually, approximately 29,000 students. Our employees and students use public transportation to get to and from their homes to our places of work.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Ronald P. Gerhard
Chancellor

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

CHABOT-LAS POSITAS COMMUNITY COLLEGE DISTRICT BOARD OF TRUSTEES

Edralin J. "Ed" Maduli, President
Genevieve Randolph, Secretary
Hal G. Gin, Ed.D.
Linda Granger
Maria L. Heredia
Tim Sbranti

Ronald P. Gerhard, Chancellor

OFFICE OF THE CHANCELLOR

7600 Dublin Blvd., 3rd Floor
Dublin, CA 94568
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www.clpccd.org

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DUBLIN
CALIFORNIA
THE NEW
AMERICAN
BACKYARD

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Linda Smith
E33836CEEC044E0...

Linda Smith
City Manager, City of Dublin

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
925.833.6640
Fire Prevention
925.833.6606
Human Resources
925.833.6605
Parks & Community Services
925.833.6645
Police
925.833.6670
Public Works
925.833.6630

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Dublin, CA 94568
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Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

LIVERMORE
CALIFORNIA

May 28, 2020

The Honorable Pauline Russo Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Agenda Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. Position of support.

Dear Chair Cutter:

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire County by reducing traffic over the Altamont Pass and through the congested I-580 and I-680 corridors. An estimated 93,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses, teachers, and people employed in manufacturing in the Tri-Valley and throughout Alameda County. Many of these Bay Area workers have been priced out of the communities they serve by rising housing costs and are suffering through an average 78-minute commute each way.

The environmental benefits of Valley Link are significant. Valley Link offers a rail alternative for those commuting by automobile. An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles

Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year.

Valley Link supports construction of badly needed affordable housing. Through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The Isabel Neighborhood Specific Plan, developed around the Valley Link station at Isabel Avenue, includes 4,095 new multifamily housing units with a mandatory 20% minimum affordable requirement with an overall goal for 25% affordable units in the Plan area.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will help ensure that this vital project can move forward to benefit the entire County and that commitments to the Tri-Valley are finally met.

Sincerely,

John Marchand

John Marchand
Mayor

cc: Supervisor Scott Haggerty
Tess Lengyel, ACTC Executive Director

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THE CITY OF
PLEASANTON

May 26, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that all of our Tri-Valley residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

P. O. Box 520, Pleasanton, CA 94566-0802 **123 Main Street**

City Manager
(925) 931-5002
Fax: 931-5482

City Attorney
(925) 931-5015
Fax: 931-5482

Economic Development
200 Old Bernal Avenue
(925) 931-5038
Fax: 931-5476

City Clerk
(925) 931-5027
Fax: 931-5492

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We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Nelson Fialho
9B5F9FFD0C8544D...

Nelson Fialho
City Manager

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Pleasanton City Council

From:	Tim Sbranti
To:	Vanessa Lee
Subject:	Public Comment for Item 8.1 at ACTC meeting on Thursday 5/28
Date:	Tuesday, May 26, 2020 11:26:55 PM

Hi Vanessa-

I hope you are doing well. Please make sure my comments are read into the record for Public Comment as part of agenda item 8.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti

Dear Chair Russo Cutter and Honorable Commissioners:

On behalf of the business and civic leaders who comprise the Innovation Tri-Valley Leadership Group, please support the Staff recommendation and the unanimous decision from PPLC to amend the Measure BB Transportation Expenditure Plan and replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. As Commissioner Haggerty pointed out at the PPLC meeting, a deliberate decision was made to ensure that priorities of leaders in each of ACTC's 4 planning areas were included in the measure. The priority in 2014 remains the same as it was 50 years as it is today.....establishing a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision approved by the voters of Alameda County for rail connectivity in the Tri-Valley.

Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it. Considering that the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley was transferred in 2018 from BART to the Tri-Valley - San Joaquin Valley Rail Authority, now is the time to transfer the funds as well for rail in the Tri-Valley. In recent months, the Authority has completed a Feasibility Report for Valley Link, a project proven to be cost-effective and efficient, estimated to carry between 26,000 and 28,000 riders a day to relieve gridlock in the highly congested I-580 corridor. With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority and the time to act is now.

Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with state, federal and private funding to complete the much-needed project, and we hope that you will

fulfill the original vision and meet present and future needs of the County by approving the item.

--

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Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group

www.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

From:	Rafael Gonzalez
To:	Vanessa Lee
Subject:	Valley Link
Date:	Tuesday, May 26, 2020 10:10:41 AM

Good morning. I am writing to you in support of the Valley Link project and the proposed funding of that project. As a representative of thousands of workers who commute from the Central Valley into the Bay Area, and as someone who does that same commute, I can attest to the importance of the Valley Link Rail System. I moved to Tracy, about 20 years ago and I have seen firsthand the increase in commuter traffic. All the experts agree that this will only continue to increase as time goes on. This will result in more time on the road, which increases the carbon footprint of each individual commuter. Valley Link provides a safe alternative from the Central Valley to the Bay Area, reducing the amount of vehicles on the road, which in turn results in lower commute times, carbon emissions, and stress levels!

Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.

The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.

For these reasons and other, I humbly ask that you consider having the Tri-Valley – San Joaquin Valley Regional Rail Authority recognized as an agency eligible for Measure BB funds (agency hadn't been created when Measure BB was approved). We are also seeking to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project. This will put $400 million in Measure BB funds into the control of the Valley Link Board.

I thank you for your consideration.

Rafael Gonzalez
President/ Field Representative
Laborers' Local 304
(510)581-9600 (office)
(510)432-2827 (mobile)

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Livermore Amador Valley
TRANSIT AUTHORITY

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

David G. Hudson

Cc: Alameda County Transportation Commission members
Tess Lengye!, ACTC Executive Director

1362 Rutan Ct., Ste. 100 | Livermore, CA 94551
O. (925) 455-7555 | F. (925) 443-1375
wheelsbus.com

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PLEASANTON CHAMBER of COMMERCE

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I am writing to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to eventually advance rail connectivity to the San Joaquin Valley. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are finally met.

Sincerely,

Steve Van Dorn
President & CEO

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

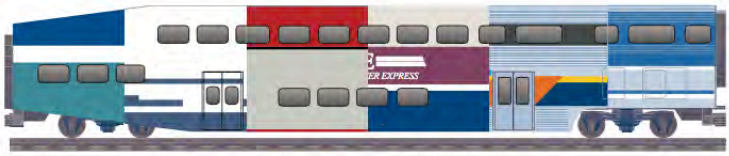
www.pleasanton.org
777 Peters Avenue • Pleasanton, CA 94566 • Phone: (925) 846-5858 • Fax: (925) 846-9697

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TRAC
Train Riders Association of California

1025 Ninth Street Suite 223
Sacramento CA 95814-3516

(916) 557-1667
www.calrailnews.org
president@calrailnews.org



Officers

David Schonbrunn
President
Marin County

Greg Thompson
Secretary
Sacramento County

Gordon Osmundson
Treasurer
Alameda County

Susan MacAdams
Washington, D.C. Rep.

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Madera County

Art Brown
Orange County

Derek Casady
San Diego County

John Deeter
Sacramento County

Fred Glienna
Los Angeles County

William F. McGeehan III
Contra Contra County

May 26, 2020
Submitted to:
contact@
alamedactc.org

Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Agenda Item # 8.1, May 28 Meeting
Measure BB Exp. Plan Amendment

Dear Chair Cutter:

The Train Riders Association of California ("TRAC") is a statewide rail advocacy organization that has worked since 1984 to improve passenger rail service in California. TRAC has been involved in passenger rail planning for the Altamont Corridor for at least two decades. We have made presentations to the Valley Link Board and participated in their public meetings.

We write today to urge your Board to defer action on amending the Expenditure Plan for Measure BB until you receive an environmental impact report for Valley Link, which is nearing completion. The Administrative Draft was under review last October, and the Draft EIR is now scheduled for public review in September 2020. TRAC suggests the following reasons for deferral of this agenda item:

1. Without a certified EIR, there is no evidence to support the claim that the proposed Valley Link project will provide meaningful benefits to Alameda County taxpayers. The Commission has a special duty to taxpayers to make an affirmative finding of benefit, under Section 14 of the Expenditure Plan Guidelines:

> **No Expenditures Outside of Alameda County**: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. (emphasis added.)

2. From its inception, this project raised serious questions as to whether BART would be able to handle the additional passengers that Valley Link would transport from the Central Valley. The EIR

should resolve that question. If Valley Link were projected to make overcrowding on BART even worse, that would have serious implications as to whether the project could reasonably be judged as benefitting Alameda County residents.

3. An EIR would determine whether Valley Link would result in the construction of any infrastructure or station that would be inconsistent with the land use-constraining provisions of Alameda County year 2000 Measure D. On a related topic, an EIR will provide information on the Valley Link project's compliance with the County's Gateway Policy.

4. As the largest single capital project in Measure BB, BART to Livermore was the marquee project. Because of that special status, it demands special treatment above and beyond the 2/3 majority required for an amendment. This is not some minor project. Amending the Plan to include this project changes the entire profile of the measure, because the voters never gave their support to the Valley Link project. There is no evidence that the voters of the Tri-Valley, which did not support Measure BB, would support Valley Link.

5. Because Measure BB resulted in financial trade-offs between the Tri-Valley and the North County cities through a reweighting of the basic allocation formula for local streets and roads, the entire Expenditure Plan would need to be reopened to assure fairness for all jurisdictions.

6. Other alternative projects, including several that TRAC has advocated for, would potentially be far more cost-effective in providing the service that Valley Link seeks to offer. In particular, the $1+ billion dollar cost of the I-580 relocation is merely a utility relocation, offering no transportation benefit to taxpayers.

Thank you for considering these comments.

Sincerely yours,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President, TRAC

ALAMEDA County Transportation Commission

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

Commission Chair
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May 28, 2020

Mayor Marilyn Ezzy Ashcroft
City of Alameda
2263 Santa Clara Avenue
Alameda, CA 94501

Via Email: mezzyashcraft@alamedaca.gov

Re: Alameda County Transportation Commission 2014 Measure BB Transportation Expenditure Plan Amendment Comment Period

Dear Mayor Ezzy Ashcroft,

In November 2014, voters in Alameda County approved Measure BB, authorizing an extension of the existing transportation sales tax (Measure B), administered by the Alameda County Transportation Commission (Alameda CTC). The 2014 Transportation Expenditure Plan (2014 TEP) guides the investments of Measure BB revenues toward capital projects and programs that improve the countywide transportation system.

On May 28, 2020, the Alameda CTC Commission voted to initiate a comment period for comments by jurisdictions in Alameda County on a proposed amendment to the 2014 TEP to replace the BART to Livermore project with the "Valley Link" project. The 2014 TEP Implementing Guidelines specify that all jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

Proposed Amendment

In September 2019, the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) requested that Alameda CTC amend the 2014 TEP to replace the BART to Livermore project that is in the 2014 TEP with the Valley Link rail project, and transfer the associated $400 million that was identified for BART to Livermore to the Valley Link project. The TVSJVRRA was created in 2017 by the State Legislature (Assembly Bill 758) for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County. In 2017, BART released the Draft Environmental Impact Report for the BART to Livermore project, which had been under consideration for many years. In May 2018, the BART Board voted to certify the Final EIR and also passed a motion directing the BART General Manager to not advance an alternative, effectively

passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The amendment that has been requested to be made to the 2014 TEP includes the following key elements:

1. Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds.

2. Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.

3. Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.

4. Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above.

A detailed description of the proposed amendment and background can be found in the attached Alameda CTC Commission staff report.

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP) that is proposed to be removed:

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies

and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP, as detailed in the attached Alameda CTC Commission staff report.

Comment Period

On May 28, 2020 the Alameda CTC Commission voted to initiate the comment period. The 45-day comment period closes on July 13, 2020. Given the current shelter in place in effect in Alameda County, comments can be submitted electronically to: tepamendment@alamedactc.org, or by mail to the ACTC office.

Email: tepamendment@alamedactc.org, or

Address: 1111 Broadway, 8th Floor
Oakland, CA 94607

After the 45-day comment period, Alameda CTC staff will review and analyze the comments received and present the proposed amendment and comments to the Alameda CTC Planning, Policy and Legislation Committee for consideration and recommendation to the full Commission for action. To modify and amend the TEP, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners.

If you have any questions regarding this item, please contact me at tlengyel@alamedactc.org or 510.208.7402.

Sincerely,

Tess Lengyel
Executive Director

Attachment: May 28, 2020 Alameda CTC Commission Staff Report

cc: Eric Levitt, City Manager
City of Alameda
manager@alamedaca.gov

ACTC_AR1339

Memorandum

8.1

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

DATE:	May 21, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Recommendation

It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request (Attachment A) for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and 4) make associated technical amendments. Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. This is an action item and requires 2/3 approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Summary

The 2014 Measure BB TEP included $400 million for BART to Livermore. Since that time, a significant number of developments have occurred on the project and in the project area, as detailed in the Project Background section of this memo. The TVSJVRRA was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

In 2017, BART released the Draft Environmental Impact Report for BART to Livermore. In May 2018 the BART Board voted to certify the Final EIR. The Board also passed a motion directing the General Manager to not advance an alternative, effectively passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The TVSJRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the $400 million from the BART to Livermore TEP project to Valley Link. The TEP amendment process, as detailed later in this memo, requires a 45-day comment period by jurisdictions in Alameda County. This recommended action would authorize the initiation of the 45-day comment period. Staff will then return to PPLC and the Commission after the completion of the comment period for final action on the proposed TEP amendment. Once a final amendment is recommended to the Commission after the comment period, a 2/3 vote by the Commission is needed per the TEP Implementing Guidelines.

The proposed amendment includes the following elements, which are documented in Attachments B and C:

1) Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds (Attachment B, Plan Amendment Resolution).
2) Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.
3) Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.
4) Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above (as shown in Attachment C, TEP Redline Markups).

Project Background

A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years, there have been efforts by many residents, local elected officials, and other stakeholders to extend the BART alignment to Livermore, including planning, funding and project development efforts.

Regional and State Rail Planning

In 2007, the San Francisco Bay Area Regional Rail Plan developed by the Metropolitan Transportation Commission (MTC) identified the BART to Livermore extension as an important inter-regional rail connection. The Regional Rail Plan envisioned that BART should connect to the ACE train service in Livermore in order to provide a reliable and fast transit option for the growing congestion over the Altamont Pass and along the I-580 corridor. The importance of rail service between the Tri-Valley and San Joaquin Valley was reiterated in the 2018 California State Rail Plan, which calls for a Tri-Valley rail hub and increased rail frequencies and connectivity over the Altamont Corridor.

BART to Livermore Project

By the 1980s, the extension of BART further east in the Tri-Valley was already under serious consideration. In the mid-1980s, BART purchased a potential site for a future station near the Isabel Avenue and Interstate 580 interchange and a site in the vicinity of Greenville Road and Interstate 580 for purposes of preserving land for a potential station and yard/maintenance facility. In 1997, the Dublin/Pleasanton line was opened, with a West Dublin station added in 2011.

Numerous local and regional transportation measures have included support for BART to Livermore, starting with the 1986 Alameda County Measure B, which included $170 million for a "Rail extension to Dublin Canyon". The 2000 TEP included funding of $8.7 million for "I-580 Corridor/BART to Livermore Studies". Measure BB included $400 million in the 2014 TEP for "BART to Livermore". The project also received Regional Measure 1 bridge toll funding to advance planning and environmental work. In June 2018, Bay Area voters approved Regional Measure 3, which includes $100 million for "Tri-Valley Transit Access Improvements."

In 2010, after two years of analysis, BART completed a Program Environmental Impact Report (EIR) that evaluated the feasibility of five potential station sites and 10 different alignments for the BART to Livermore extension. In 2012, the BART Board of Directors directed its staff to advance the conceptual engineering and environmental review of a one-station extension to Isabel Avenue (Proposed Project), as well as to coordinate with the City of Livermore on the land use planning around the future station site.

In 2014, Alameda County voters approved Measure BB to fund the 2014 TEP, which includes $400 million in dedicated funding for the BART to Livermore extension. Measure BB commits funds to support construction of the extension of BART in the I-580 corridor using the most effective and efficient technology.

On July 31, 2017, BART released the Draft Project EIR evaluating the Proposed Project and alternatives. In May 2018, BART released the Final Project EIR. The BART Board certified the Final Project EIR on May 24, 2018 and directed staff to not advance a specific project.

As major transportation project planning and analysis was underway, cities also advanced land use planning around future rail service. The City of Livermore prepared the Isabel Neighborhood Plan and program-level EIR for development around a new station. The Livermore City Council adopted the Isabel Neighborhood Plan and certified the EIR for the Plan in May 2018.

ACEforward Program

The San Joaquin Regional Rail Commission (SJRRC) ACEforward program outlined a vision for a phased rail infrastructure and service improvement plan to increase frequency, increase service reliability, and enhance passenger facilities along the existing ACE service corridor from San Jose to Stockton, and to extend ACE service to Modesto and Merced. The (SJRRC) released a Draft EIR in May of 2017 that was later rescinded; however, the technical

documents developed by the SJRRC for the ACEforward Draft EIR were made available to the TVSJVRRA for advancement of the Valley Link Project Feasibility Report and Draft EIR.

Creation of TVSJVRRA

In 2017 Assemblymembers Catharine Baker and Susan Eggman authored AB 758, which created the TVSJVRRA. The TVSJVRRA is led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal established for the TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system that reflects regional consensus and meet the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with a feasibility report.

AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance the project per AB 758. The TVSJVRRA adopted several goals and policies to guide the development of the project.

A key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

TVSJVRRA Adopted Project Goals:

The following goals were adopted by the TVSJVRRA to address identified regional and economic and transportation challenges:

- Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs.
- Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction, and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link Project Development Policies

The TVSJVRRA adopted several policies to guide the development framework of the project, including the following sustainability and transit-oriented development policies:

- Sustainability Policy: Identifies implementing strategies to achieve a zero emissions system. The adopted Sustainability Policy includes a commitment to encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households. It further directs maximizing benefits to these communities and households in the project planning and design of Valley Link. Four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities.
- Transit Oriented Development (TOD) Policy: Support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:
    - Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
    - Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently submitted by the City of Livermore to MTC/ABAG as a new PDA.

Valley Link Project Description

Valley Link is a proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail services between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

Attachment D includes a summary fact sheet and diagram of the proposed project.

The project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021 respectively.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (per a 2014 TEP amendment), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

Other Agency Actions

Given the project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, the San Joaquin Council of Governments (SJCOG), SJRRC, BART, Alameda CTC and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project:

- MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Resolution Number 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.
- SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.
- BART: BART has committed staff to directly lead the early development of the project due to its expertise in developing and delivering similar projects, such as the e-BART extension to Antioch.
- Alameda CTC, the SJRRC and Caltrans have provided technical reviews of preliminary design plans and documents. In addition, the TVSJRRA is in discussion with the City of Tracy regarding donation of a key 200-acre parcel under City of Tracy ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $20 million and is currently being appraised.

Project Considerations

The project construction will have significant impacts on the I-580 Express Lanes, with major impacts anticipated during construction. The TVSJVRRA staff have been working with Alameda CTC, as well as Caltrans, to identify design and construction considerations. Alameda CTC staff have held several workshops with the project design team to evaluate the preliminary design plans and will continue to be engaged through the ESC and technical groups to provide policy and technical feedback during design development to ensure minimal impacts to the I-580 Express Lanes. Alameda CTC will continue to work closely with the TVSJVRRA as the project design advances, and will also conduct financial analysis to understand potential impacts to toll revenues during construction to ensure revenue losses are addressed.

Proposed Amendments

The amendment that has been requested to be made to the 2014 TEP includes two elements as follows:

- Amend to include the new entity of the TVSJVRRA
- Amend to include the Valley Link Project for $400 million

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP):

BART Extension and System improvements ($710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as provide local funding for a proposed BART extension in the eastern part of the county.

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP. The proposed changes include moving the project from page 18 from the BART section of the TEP to page 20 under the section

"Major Transit Corridor and Commuter Rail Improvements", remove references to BART as the agency leading the rail extension, change references from the BART to Livermore project to Valley Link on pages 2, 3, 14, 18, 19 (map) and add Valley Link to the map on page 21 (see Attachment C).

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements as shown on Attachment C.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Implementing Guidelines Related to this TEP Amendment

Once the 2014 TEP amendments are complete, all the implementing guidelines will be applicable to the project and project sponsor similar to all other TEP projects. Specifically, for this TEP amendment, the following guidelines describe requirements for the amendment as well as the new project sponsor.

4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

8. Strict Project Deadlines: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

Note: any new amendment that adds a project must comply with this provision and the start date of the seven years will be from the date of the adopted amendment.

11. Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring

requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.

14. No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.

18. New Agencies: New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Planning, Policy and Legislation Committee (PPLC)

At the May PPLC meeting, Alameda CTC staff provided the Committee an overview of the amendment process and schedule, and Michael Tree, Executive Director of the TVSJVRRA gave an overview of the project. Discussion focused on questions related to the timing of the need for the amendment and clarification on the action the Commission would be voting on in May. A number of comment letters were received and summarized verbally for the Committee by the Clerk and emailed to the Committee members as received. The set of public comment letters received for the PPLC meeting is included here as Attachment E. Comment letters sent by Commissioners in their capacity as local government officials are not included but may be expressed verbally by Commissioner at the full Commission meeting. PPLC voted unanimously to advance the item to the full Commission.

Next Steps

Upon Commission approval to initiate the TEP amendment process, a 45-day comment period for jurisdictions in Alameda County will commence. Staff will return to the Commission to report on the comments received and to recommend final action by the Commission later this year.

Fiscal Impact: There is no fiscal impact for this item associated with the requested action.

Attachments:

A. Letter from TVSJVRRA Requesting TEP Amendment
B. Draft Resolution for 2014 TEP Amendment
C. Proposed 2014 Measure BB Expenditure Plan Redline Markups and Technical Amendments
D. Valley Link Project Fact Sheet
E. Comment letters received

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Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

8.1A

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Boardmember Leo Zuber
Vice Chair, ACE

Michael Tree
Executive Director

May 4, 2020

Mayor Pauline Cutter, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, Ca 94607

Dear Chair Cutter,

This letter is intended to supersede the information in the letter written to Chair Valle on September 11, 2019 (attached) as it relates to the language to be amended in the 2014 Transportation Expenditure Plan currently found on page 18. Please use the following language for the amendment:

Valley Link Rail in Alameda County ($400 M)
This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Thank you,

Alameda County Supervisor Scott Haggerty, Chair

cc: Ms. Tess Lengyel, Executive Director, Alameda CTC

Valley Link
Connecting People, Housing, and Jobs

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REGIONAL RAIL AUTHORITY

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Commissioner, ACE

Michael Tree
Executive Director

September 11, 2019

Supervisor Richard Valle, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Valle,

In May of 2018 the BART Board decided not to extend conventional BART to Livermore in favor of deferring the development of a rail extension project to the newly established Tri-Valley – San Joaquin Valley Regional Rail Authority ("Authority").

In the statute that created the Authority, AB 758 (Eggman/Baker), the Legislature addressed the transfer of local funds to the Authority for the Valley Link project in Section 132658:

> "the unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority's purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 1800000)."

Over the past 18 months, the Authority has been actively engaged in the planning of Valley Link, a passenger rail project that connects with the Dublin/Pleasanton BART station and travels eastward to Livermore and beyond to communities in the Northern San Joaquin Valley. A key element of the Valley Link Funding Plan for the Dublin/Pleasanton connection with BART and rail construction to Livermore is the $400 million in Measure BB that is currently listed in the Alameda County 2014 Transportation Expenditure Plan ("Plan") for the BART to Livermore project. Per the requirements of the Plan, The Tri-Valley – San Joaquin Valley Regional Rail Authority requests the following amendments:

1. The Tri-Valley – San Joaquin Valley Regional Rail Authority, established by AB 758,be included as an eligible recipient of funds.
2. That the following, specific language be amended:

   Move and amend the following language from Page 18 of the Plan to Page 20:

Valley Link
Connecting People, Housing, and Jobs
1362 Rutan Court, Suite 100 | Livermore, CA 94551 | (925) 455-7564 | valleylink.com

Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

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Commissioner, ACE

Michael Tree
Executive Director

~~BART to Livermore~~ Valley Link to Livermore ($400 M)
The project funds Valley Link ~~the first phase of a BART to extension~~ within the I-580 Corridor freeway alignment from the Dublin/Pleasanton BART station to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of or any element of this ~~first phase~~ project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

In accordance with the Alameda County 2014 Transportation Expenditure Plan Implementing Guidelines, the Tri-Valley – San Joaquin Valley Regional Rail Authority understands and can fully comply with the requirements of recipients of Measure BB funds, including, but not limited to, annual audits and compliance reporting, the establishment of separate accounting funds for Measure BB funds, independent Watchdog reviews, performance measures, environmental clearance timelines, timely use of funds, contracting requirements, public reviews and approvals.

Thank you for your consideration,

Alameda County Supervisor Scott Haggerty, Chair

cc: Mr. Art Dao, Executive Director, Alameda CTC

Valley Link
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1362 Rutan Court, Suite 100 | Livermore, CA 94551 | (925) 455-7564 | valleylinkrail.com

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ALAMEDA County Transportation Commission

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

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Executive Director
Tess Lengyel

Draft
ALAMEDA COUNTY TRANSPORTATION COMMISSION
Resolution No. 20-007

Resolution of the Alameda County Transportation Commission Amending the 2014 Transportation Expenditure Plan to Delete the BART to Livermore Project and add the Valley Link Project

WHEREAS, by action of the governing body ("Commission") of Alameda County Transportation Commission ("Alameda CTC") at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan ("2014 TEP"), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated $400 million to a project identified as "BART to Livermore," constituting the first phase of a San Francisco Bay Area Rapid Transit District ("BART") extension within the I-580 Corridor to serve residents and businesses in that Corridor.

WHEREAS, on May 24, 2018, the BART Board certified the Final Environmental Impact Report for the BART to Livermore project, but declined to approve the project as proposed nor any alternative for the project.

WHEREAS, Assembly Bill (AB) 758, as adopted by the State legislature and signed by the Governor, created the Tri Valley San Joaquin Valley Regional Rail Authority ("TVSJVRRA"), an entity led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal of TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley, to address regional economic and transportation challenges.

WHEREAS, AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance a rail extension in the Corridor, now identified as "Valley Link."

WHEREAS, a key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

WHEREAS, the Valley Link project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (subject to approval of this amendment to the 2014 TEP by the Commission), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

WHEREAS, given that the Valley Link project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (SJRRC), BART, Alameda CTC, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project, as outlined below:

MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.

WHEREAS, the 2014 TEP and Public Utilities Code Section 180207 together provide that the 2014 Plan may be modified if an amendment is approved by a two-thirds vote of the Commission.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended to delete the BART to Livermore Project and all references to that Project;

BE IT FURTHER RESOLVED that the Tri Valley San Joaquin Valley Regional Rail Authority be recognized as an eligible agency for recipient of funds in the 2014 TEP;

BE IT FURTHER RESOLVED that the Valley Link Rail Project in Alameda County with an allocation of $400 Million is placed in the 2014 TEP, described as follows:

This project funds the first phase of a Valley Link rail project from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BE IT FURTHER RESOLVED that the 2014 TEP be amended to include the following specific description of the Valley Link Project:

A proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail. The project is generally shown on the diagram below:

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 28, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

_____ _____

Pauline Russo Cutter, Vanessa Lee,

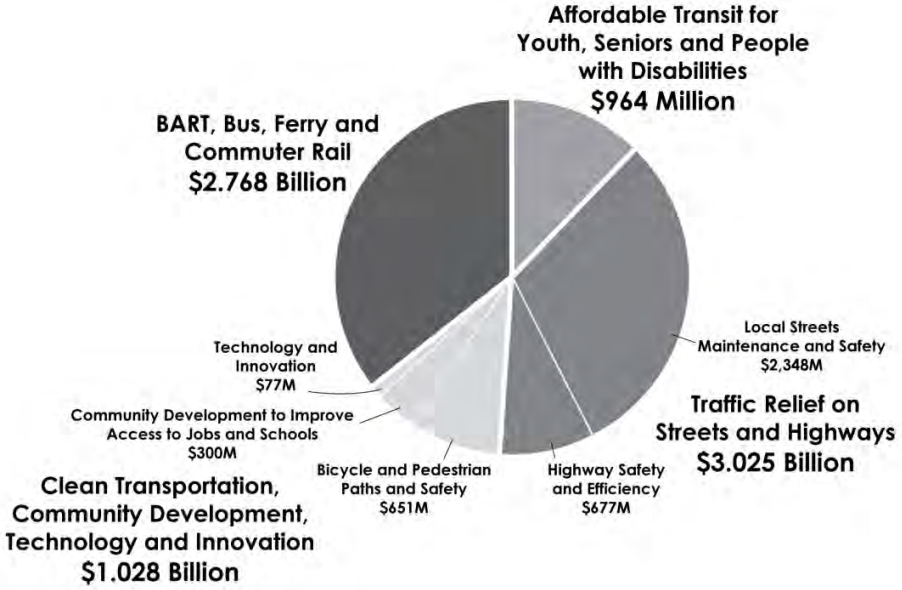
Chair, Alameda CTC Clerk of the Commission

INTRODUCTION

Summary of Investments	FUNDS ALLOCATION* ($ x million)
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	**$1,587**
BART Expansion and Maintenance	$349 ~~$749~~
Bus Operations, Maintenance and Rapid Bus Projects	$1,548
Commuter Rail Improvements	$832 ~~$432~~
Ferry Services in Alameda County	$39
Affordable Transit for Youth, Seniors and People with Disabilities	**$964**
Affordable Youth Transit to School and Transit Innovation	$190
Affordable Transit for Seniors and People with Disabilities	$774
Traffic Relief on Streets and Highways	**$3,025**
City and County Streets*	$2,348
Highway Safety and Efficiency	$677
Clean Transportation, Community Development, Technology and Innovation	**$1,028**
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	$651
Community Development Projects to Improve Access to Jobs and Schools	$300
Technology and Innovation	$77
TOTAL INVESTMENTS (YEAR 2015 TO 2045)**	**$7,785**

Notes:
*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.
**Estimated funds from 2015 to 2045 are anticipated to be almost $8 billion.

$7,785 in Total Investments Year 2015 to 2045



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount ($ x millions)	% of Total Funds
BART, Bus, Senior, and Youth Transit (48%)	Transit: Operations, Maintenance, and Safety Program	AC Transit	$1,455.15	18.8%
		Altamont Commuter Express	$77.40	1.0%
		BART Maintenance	$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	$38.70	0.5%
		Livermore Amador Valley Transit Authority	$38.70	0.5%
		Union City Transit	$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	$15.00	0.19%
		Subtotal	**$1,857.63**	**24%**
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	$232.20	3.0%
		East Bay Paratransit - AC Transit	$348.31	4.5%
		East Bay Paratransit - BART	$116.10	1.5%
		Coordination and Service Grants	$77.40	1.0%
		Subtotal	**$774.01**	**10%**
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	$10.0	**14%**
		Alameda to Fruitvale BART Rapid Bus	$9.0	
		Grand/MacArthur BRT	$6.0	
		College/Broadway Corridor Transit Priority	$10.0	
		Subtotal	**$35.0**	
	BART System Modernization and Expansion	Irvington BART Station	$120.0	
		Bay Fair Connector/BART METRO	$100.0	
		BART Station Modernization and Capacity Program	$90.0	
		~~BART to Livermore~~	~~$400.0~~	
		Subtotal	**$~~710.0~~310.0**	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	$120.0	
		Union City Intermodal Station	$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	$110.0	
		Oakland Broadway Corridor Transit	$10.0	
		Capitol Corridor Service Expansion	$40.0	
		Valley Link	$400.0	
		Subtotal	**$~~355.0~~755.0**	
	TOTAL		**$3,731.64**	**48%**

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.
BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.
All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

ACTC_AR1359

BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments. Funds for operations and maintenance will be provided to transit operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing ~~BART~~ rail system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, $1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

Transit Operations and Maintenance Program (21.55% of net revenue, estimated at $1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) $Millions
AC Transit	18.8%	$1,455
ACE	1.0%	$77
BART Maintenance	0.5%	$39
WETA (ferries)	0.5%	$39
LAVTA (WHEELS)	0.5%	$39
Union City Transit	0.25%	$19
Total Transit Operations	**21.55%**	**$1,668**

Affordable Youth Transit Pass Program ($15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at $175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

ACTC_AR1360

BART STATION ~~EXTENSION~~ AND SYSTEM IMPROVEMENTS ($37~~7~~10 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system~~, as well as provide local funding for a proposed BART extension in the eastern part of the county.~~

~~BART to Livermore ($400 M)~~

~~This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.~~

BART Station Upgrades and System Improvements ($310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.



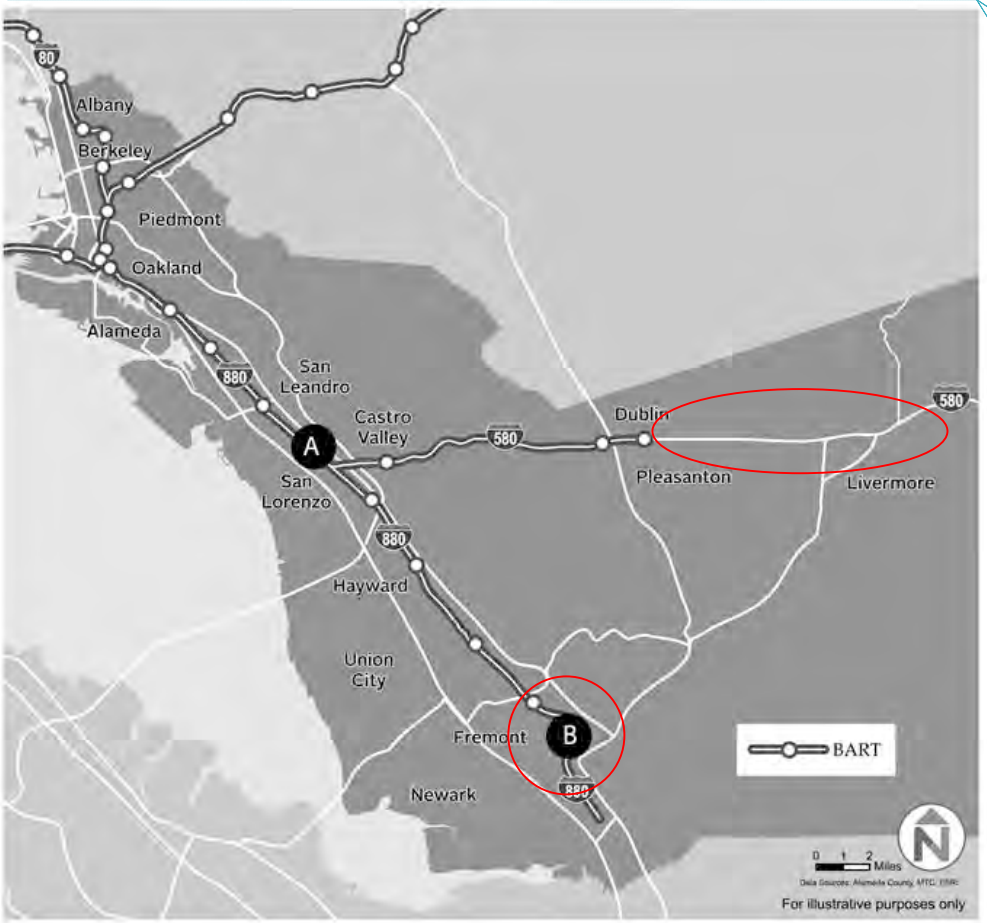
- **The Bay Fair Connector/BART METRO project will receive $100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive $90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.

- **The Irvington BART Station will receive $120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

ACTC_AR1361

BART INVESTMENTS



A Bay Fair Connector / BART METRO

B Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities

Commented [ACTC1]: Bottom circle: The new "B" is Irvington BART Station, and below that removal of "C"

Commented [ACTC2]: Top circle: Removal of the original "B – BART Extension to Livermore (within the I-580 corridor)"

Commented [ACTC3]: Middle circle: Change the original "C – Irvington BART Station" to a new "B"

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS ($~~355~~ 755 M)

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Corridor Area Transportation Improvements ($120 M)

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

Union City Intermodal Station ($75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.



Capitol Corridor Service Expansion ($40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

Railroad Corridor Right of Way Preservation and Track Improvements ($110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

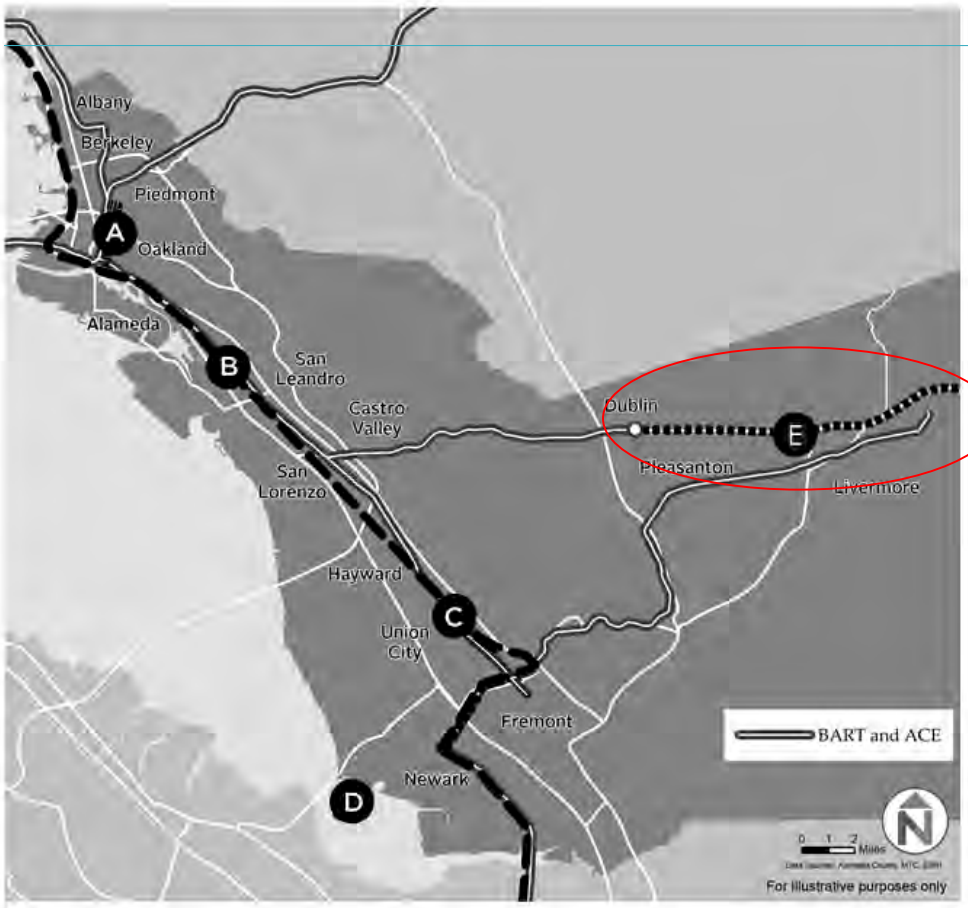
Oakland Broadway Corridor Transit ($10 M)

This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

Valley Link Rail in Alameda County ($400 M)

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



A Broadway Corridor Transit

B Capitol Corridor Service Expansion

C Union City Intermodal Station

D Dumbarton Corridor Area Transportation Improvements

E Valley Link Rail

Not Shown:
- Railroad Corridor Right of Way Preservation and Track Improvements

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Valley Link

Connecting People, Housing, and Jobs

Fact Sheet

Project Overview

Connecting San Joaquin Valley to the Bay Area. Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

A Seamless Connection to BART. The first phase of service will provide a seamless and timed connection to BART, with service from North Lathrop to the Dublin/ Pleasanton BART station.

Frequent and Reliable Service. Trains will run throughout the day in both directions with the goal of matching BART frequency and hours of operation.

Initial Service Characteristics

	PEAK	OFF-PEAK
Between Dublin/ Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)



As of APRIL 2020

Tri-Valley • San Joaquin Valley REGIONAL RAIL AUTHORITY



By the Numbers

- **9,3500 Bay Area workers** - commuting from San Joaquin Valley today
- **42 Miles** - using existing transportation corridors
- **7 Stations** – Dublin/Pleasanton, Isabel, Mountain House, Tracy, River Islands, North Lathrop
- **78 Minutes** - current average commute each way
- **28 days** – total commute time per year for average commuter
- **75% increase** - commute traffic on I-580 by 2040
- **58% increase** – truck traffic on I-580 by 2040
- **25 daily round-trips** - by Valley Link trains each day in 2040
- **28,000 riders** – estimated in 2040 for Valley Link per day
- **99.4 Million** – reduction in Vehicle Miles Traveled (VMT) per year in 2040
- **33,000 metric tons** – reduction in greenhouse gas emissions (GHG) per year
- **0 Emissions** – battery-electric and hydrogen vehicle technologies under development
- **$2.4 Billion** - cost of Valley Link Phase 1 from Dublin/ Pleasanton BART to North Lathrop, in year of expenditure
- **$628 million** - identified as available for the project:
  - **$400 million** - Measure BB funds
  - **$188 million** - Bridge Toll funds
  - **$40 million - impact fees from the City of Livermore**
- **2027 – target date for Valley Link revenue service**

Project Benefits

Valley Link aims to be a model of sustainability in the design, construction and operation of the system. It is vital to our state's economy, environment and the quality of life in our communities:

- Serves communities and households in the Northern San Joaquin Valley with some of our state's highest poverty rates;
- Promotes equity by maximizing benefits to disadvantaged communities
- Links the Northern California Megaregion's workforce to affordable housing;
- Readily connects our state's future high-speed rail system to BART;
- Provides direct and seamless service to major employment centers in all parts of the Bay Area;
- Provides opportunities for compact transit-oriented development; and
- Will have a significant impact on the reduction of VMT and greenhouse gas emissions.
- Operates on renewable energy

Sources:
Bay Area Economic Institute Valley Link Project Feasibility Report (October 2019)
San Joaquin County Council of Governments

For more information about Valley Link, visit **www.valleylinkrail.com**

Building and Construction Trades Council of Alameda County, AFL-CIO

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Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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Bay Area Transportation Working Group (BATWG)

May 11, 2020

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation Committee

Alameda County Transportation Commission (ACTC)

1111 Broadway, Suite 800 Oakland, CA 94607

Dear Commissioner Ortez:

It has come to our attention that the ACTC is thinking of reallocating the Measure BB funds set aside for the Livermore BART connection to "Valley Link". We urge you to desist.

For one thing such an action would make a mockery of what the Alameda County voters voted for in 2016. For another it would deny the people of Livermore the one good way of getting from their city to the East Dublin BART Station.

At the time the BART Board was considering whether or not to put the Measure BB $400 million toward a proposed $3.2 billion BART extension to Greenville Road, BATWG conducted an extensive investigation of the bus alternative. It was our conclusion that in terms of improving the access of the people of Livermore to BART, well-appointed buses (patterned after the privately-operated hi-tech buses) operating in bus-only lanes would be a far cheaper and better option. At the time we envisioned three separate lines originating in separate parts of Livermore all traveling out-of-traffic, at least during commute hours, to the Station.

Sincerely,

Gerald Cauthen
Co-Founder and President,
Bay Area Transportation Working Group
510 208 5441
www.batwgblog.com

Bay Area Transportation Working Group
3001 Ashbrook Court
Oakland CA 94601
www.batwgblog.com

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From:	Angie Ayers
To:	Angie Ayers
Cc:	Tess Lengyel; Vanessa Lee
Subject:	FW: Bike East Bay comments on Valley Link
Date:	Monday, May 11, 2020 12:23:17 PM

Hello Commissioners,

Please see the below public comment for item 5.1.

Regards,
Angie

Angie Ayers, Associate Administrative Analyst
Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607
Phone: 510.208.7450 direct dial | 510.208.7400 main line
Email: aayers@alamedactc.org Website: www.alamedactc.org
Facebook: www.facebook.com/alamedactc Twitter: @alamedactc

From: Vanessa Lee
Sent: Monday, May 11, 2020 12:20 PM
To: Dave(dave@bikeeastbay.org) Campbell <dave@bikeeastbay.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>; Angie Ayers <aayers@alamedactc.org>
Subject: RE: Bike East Bay comments on Valley Link

Received. Thank you.

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Dave Campbell <dave@bikeeastbay.org>
Sent: Monday, May 11, 2020 12:19 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Bike East Bay comments on Valley Link

Commission

We support transit, and possibly this project too, but have questions and concerns around:

1. The lack of public outreach in Livermore to generate support for this project. Measure BB in Livermore did not get a ton of support and BART was controversial. RM3 get even less support in Livermore. We don't want this project to be controversial like the BART project was. The Isabel Neighborhood Plan was controversial too because of BART. Where are the residents of Livermore on this project?;
2. Hour headways off -peak is poor public transit, and is in fact commuter rail. This corridor needs good transit. What can be done to convert this project from commuter rail to good transit?
3. Can we hear more about the financial crisis and how this project is affected? It's concerning to hear a presentation that does not acknowledge the current financial crisis.

Thank you for more clarifying information.

--
Dave Campbell
Advocacy Director
Bike East Bay
****
Office: 466 Water Street at Jack London Square in Oakland
Mail: PO Box 1736, Oakland, CA 94604
Cell: (510) 701-5971
BikeEastBay.org

Learn how COVID-19 is impacting Bike East Bay events and activities.

From:	Vanessa Lee
To:	Angie Ayers
Subject:	FW: Public Comment for item 5.1 at ACTC"s PPLC meeting on Monday 5/11
Date:	Monday, May 11, 2020 11:26:37 AM
Attachments:	hyperlinked_PPLC_Agenda_20200511.pdf

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, May 7, 2020 1:42 PM
To: Vanessa Lee <VLee@alamedactc.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>
Subject: Public Comment for item 5.1 at ACTC's PPLC meeting on Monday 5/11

Hi Vanessa-

I hope you are staying healthy and safe. Considering that I cannot attend next Monday's PPLC meeting in person due to the SIP, please make sure my comments are read into the record for Public Comment as part of agenda item 5.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti
(925) 858-5303

Dear Chair Ortiz and Honorable Commissioners:

On behalf of the Innovation Tri-Valley Leadership Group, I respectfully request for the PPLC to support the Staff recommendation to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. Our Committee worked to ensure that the Expenditure Plan included the fulfillment of plans dating back to the 1960's which envisioned a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. This vision was part of the plan approved by the voters of Alameda County. Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it.

Four years later in May of 2018, the BART Board certified the BART to Livermore EIR but transferred the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley to the Tri-Valley - San Joaquin Valley Rail Authority. The Authority has since completed a Feasibility Report for Valley Link, a project proven to be cost effective and efficient, estimated to carry between 26,000 and 28,000 riders a day in the highly congested I-580 corridor.

With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority that will benefit the environment, the economy and the quality of life of residents and

Bay Area workers. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete the project. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision of Measure BB for rail connectivity in the Tri-Valley, and I urge the Committee to approve the item.

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group
925.858.5303
tsbranti@innovationtrivalley.orgwww.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

May 8, 2020

Elsa Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: PPLC Agenda Item 5.1 – Tri-Valley-San Joaquin Valley Regional Rail Authority Request for 2014 Measure BB Transportation Expenditure Plan Amendment – **SUPPORT**

Dear Chair Ortiz:

I am writing on behalf of the Livermore Valley Chamber of Commerce (LVCC), a business membership organization with nearly 500 members from a cross-section of private/public and non-profit industry sectors that employ nearly 20,000 workers. Ensuring that public dollars are wisely spent and that taxpayers receive a good return on their investment, while responsibly planning, funding, and maintaining and operating our transportation system is a key policy priority for LVCC.

LVCC supports the above referenced item, advancing the efforts to close the gap in the I-580 corridor for an urgently needed and long-awaited, effective rail connection between Livermore and the Dublin/Pleasanton East BART station. I reiterate the support formerly expressed by LVCC over many years for planning and funding support for such a project. LVCC appreciates the wisdom of the leaders of the Alameda County Transportation Commission in designating significant funding in Measure BB (which was supported by LVCC) to provide for a future rail connection in this corridor. In light of events that have transpired since the approval of BB, your prudent actions necessary to amend the expenditure plan to accommodate the request by the Tri-Valley-San Joaquin Valley Regional Rail Authority is welcomed and appreciated. LVCC recognizes and strongly supports the efforts of the TVSJRRA to effectively deliver a rail connection project in this corridor within the next few years.

We look forward to moving forward with this initiative and this project, and stand ready to support you in this action.

Respectfully,
Dawn P. Argula
Dawn P. Argula
CEO/President

C: Scott Haggerty, First District Supervisor, Alameda County BOS
Tess Lengyel, Executive Director, Alameda County Transportation Commission
Michael Tree, Executive Director, Valley Link
John Marchand, Mayor, City of Livermore

Livermore Valley Chamber of Commerce
2157 First Street Livermore CA 94550
925.447.1606
www.livermorechamber.org

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SIERRA CLUB
SAN FRANCISCO BAY

Serving Alameda, Contra Costa, Marin and San Francisco counties

May 11, 2020

Via email to: vlee@alamedactc.org

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation (PP&L) Committee
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: PP&L Agenda item #5.1 – Approve Tri-Valley- San Joaquin Valley Regional Rail Authority (TVSJVRRA, aka Valley Link) Request for a 2014 Measure BB Transportation Plan Expenditure (TEP) Amendment

Dear Chair Ortiz and Members of the PP&L Committee:

On behalf of our more than 13,500 members in Alameda County, the Sierra Club writes to respectfully express great concern about Item #5.1 on your Agenda for Monday May 11, 2020. We believe that there are far too many issues and questions that should be addressed before the recommended actions move forward.

We recognize that the proposed actions before your Committee are just the beginning of a process to reprogram the sales tax funds that were approved by voters for "BART to Livermore." But as set forth in the staff memo, the proposed actions, and their timing, would establish dangerous precedents for lack of planning and financial responsibility. There is simply no need to rush into the proposed actions, particularly in the context of the current health and financial crises being faced by the State and local communities. Why not first take time for responsible analysis and an opportunity to see if-how-and-when recovery is able to occur, before committing funds that may not materialize for years to come?

Every responsible forecast is anticipating that "the future of work" will be different, post-pandemic, than we have ever been experiencing previously. Why base such a massive investment of public funds on what is already and at best "old data?"

The first Agenda request is that the TVSJVRRA be acknowledged as a new agency in Alameda County that can be an eligible recipient of Measure BB funds. While this

2530 San Pablo Ave., Suite I, Berkeley, CA 94702 Tel. (510) 848-0800 Email: info@sfbaysc.org

should be the least controversial element of the requests, nothing in the staff memo identifies the potential magnitude of impacts on other Measure BB transit recipients. There is no operating budget provided in the Committee materials. Can taxpayers and pre-pandemic passengers be assured that this new system will not become a drain on other, voter-approved transit agencies in the County?

The second and third requests would remove "BART to Livermore" from the TEP and substitute Valley Link with no consideration of possible alternatives – why? The project list for Measure BB was the result of years of input and deliberation by Community and Technical Working Groups. Why not have a full and fair competition for alternative uses of these funds, throughout the full list of "BART, Bus, Senior, and Youth Transit" options identified as the relevant "Type" on page 3 of the TEP (page 24 of the Committee packet), especially with the enormous uncertainties facing projections for both traffic and funding revenues?

Implementing Guideline 22 of the Measure BB TEP is surprisingly omitted from the staff memo, but supports this broadened approach, stating:

> **22. Fund Allocations**: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

Even the language from AB 758 (Eggman/Baker, PUC section 132658) that is quoted in the "superseded" request dated September 11, 2019, recognized that there was no entitlement to the "local funds controlled by the Alameda County Transportation Commission."

It should also be noted that the proposed description and conditions regarding Valley Link delete and/or change significant descriptive and cautionary language (which was carefully negotiated and voter-approved) before funds may actually be "used." The text below sets forth full "before and after" language in a single view for the information of Commissioners and the public:

> ~~BART to Livermore ($400 M)~~
> Valley Link rail in Alameda County ($400 M)
>
> This project funds the first phase of a ~~BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ Valley Link rail extension from the existing Dublin/ Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.

> Funds are for construction for any element of this first phase project and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an ~~detailed~~ alternative assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Why are voter and environmental protections proposed to be removed for this new project? Do Commissioners really think this is wise and appropriate? Why not, at a minimum, wait until the requisite Environmental Review is both released in draft form and then completed? – This critical document is already a year behind the previous schedule.

Where is the San Joaquin County commitment to support their own residents who are likely to be the primary beneficiaries of this project? The proposed resolution merely states that:

> SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from ***future*** measures and state funds. **(emphasis added)**

Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and operations for this multi-county project. “Leveraging” of other funds should, at a minimum, be based on full and fair participation from designated “partners.”

Several places in the proposed “amendments” describe Valley link as “Commuter Rail," despite the fact that it is proposed to operate throughout the day. Subsection 49 CFR 37.3 in relevant part defines “commuter rail” as

> *Commuter rail transportation* means short-haul rail passenger service operating in metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fare, multiple ride, and commutation tickets and by morning and evening peak period operations. This term does not include light or rapid rail transportation.

Is this an attempt to obviate or avoid an obligation for ADA complementary paratransit service for passengers, or attempted passengers, who may have difficulty using the train service?

We must also ask if ACTC or Valley Link have informed MTC and ABAG that the proposed project will facilitate inter-regional commuting, contrary to the intent of SB 375 and the Bay Area's Sustainable Communities Strategy.

This message sets forth only some of the most obvious concerns about the proposed Measure BB actions. There are certain to be more, but disclosure by ACTC and Valley Link should not be delayed until the end of the requisite "public comment" period. The Sierra Club respectfully requests, and urges at a minimum, that the questions and issues noted above be addressed before any Commission action to consider Valley Link's requests. To do any less would call into question Commissioners' significant public service obligations to Alameda County voters, taxpayers, and residents. We look forward to working with you and ACTC staff to consider a full range of responsible uses of Measure BB funds. If you have any questions, or desire further information, please do not hesitate to contact Matt Williams at mwillia@mac.com.

Sincerely,

ss/
Matt Williams
Chair, Chapter Transportation and Compact Growth Committee

ss/
Dick Schneider
Chair, Chapter Tri–Valley Group Executive Committee

ss/
Eric Parfrey
Volunteer Leader, Mother Lode Chapter

Cc: Sierra Club California Director Phillips
San Francisco Bay Chapter Executive Committee Chair Bolotina
San Francisco Bay Chapter Director Berbeco

Memorandum 8.1F: Handout

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

DATE:	May 28, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy Vanessa Lee, Clerk of the Commission
SUBJECT:	Additional Public Comment Submissions regarding the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP)

Please find all written public comments received for the May 28, 2020 Commission meeting Item 8.1: Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan that were submitted after the Commission packet was distributed and were received by the 5 p.m. deadline notice on the agenda. These comments are in addition to those already distributed at Attachment E to item 8.1 in the Commission meeting materials. (*listed in alphabetical order):*

- Alameda County Taxpayers Association
- BART (1)
- BART (2)
- Bay Area Council
- Bay Area Transportation Working Group
- Building & Construction Trade Council of Alameda County
- Chabot-Las Positas Community College
- City of Dublin
- City of Livermore
- City of Pleasanton
- Innovation Tri-Valley Leadership Group
- Laborers' Local 304
- Livermore Amador Valley Transit Authority
- Pleasanton Chamber of Commerce
- Train Riders Association of California

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From:	Marcus Crawley
To:	Vanessa Lee
Subject:	Tri Valley $400 million
Date:	Saturday, May 23, 2020 7:59:43 AM

Pauline Cutter, Chair, and ACTC Commissioners May 22, 2020
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)

Dear Chair Cutter:

The Alameda County Taxpayers Association (ACTA), a 501(c)(4) organization, represents the taxpayers of this County in advocating legal and productive expenditures of taxpayer funds. As such, ACTA is a statutory appointer of a member of the ACTC Independent Watchdog Committee.

Alameda County Taxpayers Association [ACTA] is troubled by plan to transfer $400 million BART funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority. The Alameda County voters approved the Special Tax of Measure BB and to be dedicated for Alameda County transportation projects such as the BART to Livermore extension. The foremost consideration of ACTC must be the will of the voters. ACTC must narrowly construe the intention of the voters regarding the 'specific purposes' of the Measure BB special sales tax. The voters did not contemplate that the Measure BB taxes would single-handedly fund multi-county projects in the absence of funds contributions from other counties. When the Tri-Valley Authority has produced its share of the project funding, the ACTC can plan how to spend Tri-Valley Authority funds. ACTA will vigorously oppose any plan to divert these funds away from a voter-approved project.

For the present ACTC must demonstrate that it can plan a viable project by solving the BART to Livermore extension. This Committee must demonstrate leadership and build consensus on existing Alameda County projects, not leap ahead to the next glorious project that has not even been planned. As a first step in leadership, the committee should use its power to make the promised annual audits of Measure BB expenditures a reality.

We call on ACTC to table this action until such time as a proper study be made of this project and the logical alternatives, including a long-haul commuter express bus network for both Eastern Alameda County along the I-580 Corridor and over the hills from the Central Valley. We certainly have no objection to working jointly with Central Valley governments and other interest groups on a project of mutual benefit. However, we do not understand why ACTC is proposing that the Alameda County taxpayers be the first to transfer funds approved by the voters to benefit primarily Alameda County residents to a project that would instead primarily benefit residents of other counties – particularly since there is no commitment from those counties, or even an idea of when such a commitment might be made.

The $400 million was originally approved by the voters as part of Measure BB in 2014 for a BART extension to Livermore. The BART Board elected not to pursue this, so we agree it is proper to study other transportation improvements in this corridor – but, we believe that the first priority should be for what the voters intended, benefits for the residents and travelers along the I-580 corridor in the Eastern Tri-Valley area.

We do not object to the study of rail alternatives in this corridor and into the Central Valley, either BART or commuter/inter-city rail. But, in our role as a taxpayer advocate, we believe that it would be improper to advocate for rail unless and until a proper, unbiased study fairly considers other options, including a bus system on dedicated lanes, that could require far less taxpayer dollars and could be completed much faster. If the study shows that Valley Rail is the best option and is fair to the taxpayers and the traveling public, and is feasible, then ACTC should consider this $400 million reallocation at that time.

We do not understand the necessity nor the benefit of making this decision so early in the planning process.

I will be commenting on this matter at the Commission meeting.

Thank you for your consideration of the position of the Alameda County Taxpayers Association on this important matter before the Commission.

Respectfully submitted,

Marcus Crawley -President of

ACTA

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As BART Director (District 5) and representative for my constituents and taxpayers in the Tri-Valley area, I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades. The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

I urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

John McPartland
BART Director, District 5

www.bart.gov

Cc: BART Directors and Board Appointed Officers
Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

Via Email

Mayor Pauline Cutter, Chair
c/o Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 95607
vlee@alamedactc.org

RE: Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request

Chair Cutter:

Thank you for the opportunity to comment on the above referenced item. On behalf of the San Francisco Bay Area Rapid Transit District (BART), I would like to express support for beginning a 45-day comment period on the proposed amendment to the 2014 Measure BB funded TEP, as described in the staff memorandum.

In May 2018, the BART Board of Directors certified the Final Project EIR for the BART to Livermore extension, and directed staff not to advance a specific project in the Tri-Valley. Pursuant to AB 758 (Baker), the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) at that point assumed responsibility to advance a rail project in the corridor. Since then, BART staff have been engaged with the TVSJVRRA throughout project feasibility and initial design and environmental assessments of the proposed Valley Link Rail project, and this coordination continues.

Because of this, BART supports the action to begin the public comment period for the amendment to the TEP naming the TVSJVRRA as an eligible recipient of Measure BB funds and specifically naming the Valley Link project in place of BART to Livermore. It is important to hear from Alameda County residents and other stakeholders. The District anticipates submitting a more detailed set of comments during the official 45-day comment period that this action will kick-off.

Please do not hesitate to contact me or my staff with any additional questions.

Sincerely,

Robert M. Powers
General Manager

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BAYAREA COUNCIL
Shape the Future

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Jim Wunderman

Jim Wunderman
President & CEO
Bay Area Council

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

Bay Area Transportation Working Group

May 23, 2020

Pauline Cutter, Chair, and ACTC Commissioners

Alameda County Transportation Commission

1111 Broadway, Suite 800

Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda Item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)"

Dear Chair Cutter:

The Bay Area Transportation Working Group (BATWG) is an Oakland-based 501(c)(3) composed of senior transportation experts and advocates with centuries of collective experience in California, Bay Area, and Alameda County transportation issues and projects.

At BATWG's May 21, 2020 meeting there was a discussion of the proposed diversion of Alameda County Measure BB funds to Valley Rail. After the discussion the vote was unanimous; we believe this action would be inappropriate and unwise.

What Valley Rail needs most right now is a full, proper, and unbiased study of its feasibility – including projected ridership, cost-effectiveness and identified sources of funding, all in comparison with the other transportation options for the corridor and all taking the changes brought on by COVID into full account.

In 2017, when the question how to use this $400 million was before the BART Board, the BART staff recommended a significantly upgraded bus option on grounds that it would better serve the transportation needs of Pleasanton and Livermore than an expensive 10-mile extension of BART to Livermore's Greenville Road would. BATWG strongly supported the staff's recommendation and subsequently submitted a list of proposed bus system enhancements.

The original BART Extension project approved by the Alameda County voters was intended to benefit the people of Alameda County, including the residents of

Pleasanton and Livermore Area and those traveling to those cities from more westerly Alameda County locations. Obviously, this was a project that the Alameda County taxpayers were willing to support because the vast majority of the benefits would accrue to Alameda County residents and taxpayers. Valley Rail, which includes five stations in the Central Valley and only three in Alameda County, is intended to primarily benefit non-Alameda County residents.

There is no reason or justification for diverting $400 million in BB funds to Valley Rail at this time.

The Bay Area Transportation Working Group looks forward to working with the ACTC in working to improve transportation in the I-580 Corridor.

Respectfully submitted,

Gerald Cauthen PE

President and Co-founder

Bay Area Transportation Working Group (BATWG)

510 208 5441

www.batwgblog.com

Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

Andreas Cluver
Secretary-Treasurer

Rob Stoker
President

Rafael Gonzalez
Vice President

Che Timmons
Sergeant in Arms

Auto & Marine Painters, #1176
Boilermakers, #549
Brick & Tile Layers, #3
Carpenters, #713
Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

May 26, 2020

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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CHABOT
LAS POSITAS
COMMUNITY
COLLEGE
DISTRICT

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The CLPCCD and, especially Las Positas College, as evidenced by our MOU with LAVTA, recognize the value of public transportation in meeting sustainability goals and facilitating travel to and from the college. Specifically, the largest benefactor of these two projects will be Las Positas College, and the community we serve which encompasses over 9,200 students and 500 employees. Our research shows that our public transportation usage average is 10,000 individual rides per month and nearly 500 students take the bus each business day. Of our total student population, 20% take classes at both campuses. A rail extension to Livermore would support and facilitate the needs of student populations from both the Tri-Valley and 880/580 corridors. We know there is still a great need for additional public transportation options for all of our students and employees.

CLPCCD provides educational opportunities and support for completing of students' transfer, associate degree, basic skills, career technical education, and retraining goals. We serve, annually, approximately 29,000 students. Our employees and students use public transportation to get to and from their homes to our places of work.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Ronald P. Gerhard
Chancellor

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

CHABOT-LAS POSITAS COMMUNITY COLLEGE DISTRICT BOARD OF TRUSTEES

Edralin J. "Ed" Maduli, President
Genevieve Randolph, Secretary
Hal G. Gin, Ed.D.
Linda Granger
Maria L. Heredia
Tim Sbranti

Ronald P. Gerhard, Chancellor

OFFICE OF THE CHANCELLOR

7600 Dublin Blvd., 3rd Floor
Dublin, CA 94568
Tel: 925-485-5207
Fax: 925-485-5256
www.clpccd.org

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DUBLIN
CALIFORNIA
THE NEW
AMERICAN
BACKYARD

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Linda Smith
E33836CEEC044E0...

Linda Smith
City Manager, City of Dublin

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
925.833.6640
Fire Prevention
925.833.6606
Human Resources
925.833.6605
Parks & Community Services
925.833.6645
Police
925.833.6670
Public Works
925.833.6630

100 Civic Plaza
Dublin, CA 94568
P 925.833.6650
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www.dublin.ca.gov

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Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

LIVERMORE
CALIFORNIA

May 28, 2020

The Honorable Pauline Russo Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Agenda Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. Position of support.

Dear Chair Cutter:

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

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The environmental benefits of Valley Link are significant. Valley Link offers a rail alternative for those commuting by automobile. An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles

Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year.

Valley Link supports construction of badly needed affordable housing. Through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The Isabel Neighborhood Specific Plan, developed around the Valley Link station at Isabel Avenue, includes 4,095 new multifamily housing units with a mandatory 20% minimum affordable requirement with an overall goal for 25% affordable units in the Plan area.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will help ensure that this vital project can move forward to benefit the entire County and that commitments to the Tri-Valley are finally met.

Sincerely,

John Marchand

John Marchand
Mayor

cc: Supervisor Scott Haggerty
Tess Lengyel, ACTC Executive Director

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THE CITY OF
PLEASANTON

May 26, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that all of our Tri-Valley residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

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P. O. Box 520, Pleasanton, CA 94566-0802 **123 Main Street**

City Manager
(925) 931-5002
Fax: 931-5482

City Attorney
(925) 931-5015
Fax: 931-5482

Economic Development
200 Old Bernal Avenue
(925) 931-5038
Fax: 931-5476

City Clerk
(925) 931-5027
Fax: 931-5492

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We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Nelson Fialho
9B5F9FFD0C8544D...

Nelson Fialho
City Manager

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Pleasanton City Council

From:	Tim Sbranti
To:	Vanessa Lee
Subject:	Public Comment for Item 8.1 at ACTC meeting on Thursday 5/28
Date:	Tuesday, May 26, 2020 11:26:55 PM

Hi Vanessa-

I hope you are doing well. Please make sure my comments are read into the record for Public Comment as part of agenda item 8.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti

Dear Chair Russo Cutter and Honorable Commissioners:

On behalf of the business and civic leaders who comprise the Innovation Tri-Valley Leadership Group, please support the Staff recommendation and the unanimous decision from PPLC to amend the Measure BB Transportation Expenditure Plan and replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. As Commissioner Haggerty pointed out at the PPLC meeting, a deliberate decision was made to ensure that priorities of leaders in each of ACTC's 4 planning areas were included in the measure. The priority in 2014 remains the same as it was 50 years as it is today.....establishing a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision approved by the voters of Alameda County for rail connectivity in the Tri-Valley.

Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it. Considering that the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley was transferred in 2018 from BART to the Tri-Valley - San Joaquin Valley Rail Authority, now is the time to transfer the funds as well for rail in the Tri-Valley. In recent months, the Authority has completed a Feasibility Report for Valley Link, a project proven to be cost-effective and efficient, estimated to carry between 26,000 and 28,000 riders a day to relieve gridlock in the highly congested I-580 corridor. With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority and the time to act is now.

Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with state, federal and private funding to complete the much-needed project, and we hope that you will

fulfill the original vision and meet present and future needs of the County by approving the item.

--

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group

www.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

From:	Rafael Gonzalez
To:	Vanessa Lee
Subject:	Valley Link
Date:	Tuesday, May 26, 2020 10:10:41 AM

Good morning. I am writing to you in support of the Valley Link project and the proposed funding of that project. As a representative of thousands of workers who commute from the Central Valley into the Bay Area, and as someone who does that same commute, I can attest to the importance of the Valley Link Rail System. I moved to Tracy, about 20 years ago and I have seen firsthand the increase in commuter traffic. All the experts agree that this will only continue to increase as time goes on. This will result in more time on the road, which increases the carbon footprint of each individual commuter. Valley Link provides a safe alternative from the Central Valley to the Bay Area, reducing the amount of vehicles on the road, which in turn results in lower commute times, carbon emissions, and stress levels!

Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.

The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.

For these reasons and other, I humbly ask that you consider having the Tri-Valley – San Joaquin Valley Regional Rail Authority recognized as an agency eligible for Measure BB funds (agency hadn't been created when Measure BB was approved). We are also seeking to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project. This will put $400 million in Measure BB funds into the control of the Valley Link Board.

I thank you for your consideration.

Rafael Gonzalez
President/ Field Representative
Laborers' Local 304
(510)581-9600 (office)
(510)432-2827 (mobile)

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Livermore Amador Valley
TRANSIT AUTHORITY

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

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An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

David G. Hudson

Cc: Alameda County Transportation Commission members
Tess Lengye!, ACTC Executive Director

1362 Rutan Ct., Ste. 100 | Livermore, CA 94551
O. (925) 455-7555 | F. (925) 443-1375
wheelsbus.com

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PLEASANTON CHAMBER of COMMERCE

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I am writing to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to eventually advance rail connectivity to the San Joaquin Valley. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are finally met.

Sincerely,

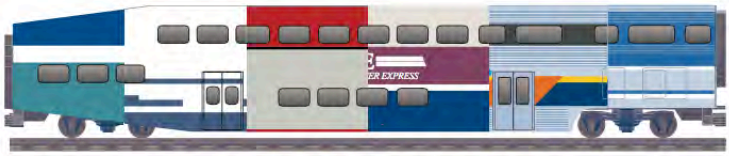
Steve Van Dorn
President & CEO

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

www.pleasanton.org
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TRAC
Train Riders Association of California



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Contra Contra County

May 26, 2020
Submitted to:
contact@
alamedactc.org

Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Agenda Item # 8.1, May 28 Meeting
Measure BB Exp. Plan Amendment

Dear Chair Cutter:

The Train Riders Association of California ("TRAC") is a statewide rail advocacy organization that has worked since 1984 to improve passenger rail service in California. TRAC has been involved in passenger rail planning for the Altamont Corridor for at least two decades. We have made presentations to the Valley Link Board and participated in their public meetings.

We write today to urge your Board to defer action on amending the Expenditure Plan for Measure BB until you receive an environmental impact report for Valley Link, which is nearing completion. The Administrative Draft was under review last October, and the Draft EIR is now scheduled for public review in September 2020. TRAC suggests the following reasons for deferral of this agenda item:

1. Without a certified EIR, there is no evidence to support the claim that the proposed Valley Link project will provide meaningful benefits to Alameda County taxpayers. The Commission has a special duty to taxpayers to make an affirmative finding of benefit, under Section 14 of the Expenditure Plan Guidelines:

> **No Expenditures Outside of Alameda County**: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. (emphasis added.)

2. From its inception, this project raised serious questions as to whether BART would be able to handle the additional passengers that Valley Link would transport from the Central Valley. The EIR

should resolve that question. If Valley Link were projected to make overcrowding on BART even worse, that would have serious implications as to whether the project could reasonably be judged as benefitting Alameda County residents.

3. An EIR would determine whether Valley Link would result in the construction of any infrastructure or station that would be inconsistent with the land use-constraining provisions of Alameda County year 2000 Measure D. On a related topic, an EIR will provide information on the Valley Link project's compliance with the County's Gateway Policy.

4. As the largest single capital project in Measure BB, BART to Livermore was the marquee project. Because of that special status, it demands special treatment above and beyond the 2/3 majority required for an amendment. This is not some minor project. Amending the Plan to include this project changes the entire profile of the measure, because the voters never gave their support to the Valley Link project. There is no evidence that the voters of the Tri-Valley, which did not support Measure BB, would support Valley Link.

5. Because Measure BB resulted in financial trade-offs between the Tri-Valley and the North County cities through a reweighting of the basic allocation formula for local streets and roads, the entire Expenditure Plan would need to be reopened to assure fairness for all jurisdictions.

6. Other alternative projects, including several that TRAC has advocated for, would potentially be far more cost-effective in providing the service that Valley Link seeks to offer. In particular, the $1+ billion dollar cost of the I-580 relocation is merely a utility relocation, offering no transportation benefit to taxpayers.

Thank you for considering these comments.

Sincerely yours,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President, TRAC

ALAMEDA County Transportation Commission

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

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Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

May 28, 2020

Mayor Nick Pilch
City of Albany
1000 San Pablo Avenue
Albany, CA 94706

Via Email: npilch@albanyca.org

Re: Alameda County Transportation Commission 2014 Measure BB Transportation Expenditure Plan Amendment Comment Period

Dear Mayor Pilch,

In November 2014, voters in Alameda County approved Measure BB, authorizing an extension of the existing transportation sales tax (Measure B), administered by the Alameda County Transportation Commission (Alameda CTC). The 2014 Transportation Expenditure Plan (2014 TEP) guides the investments of Measure BB revenues toward capital projects and programs that improve the countywide transportation system.

On May 28, 2020, the Alameda CTC Commission voted to initiate a comment period for comments by jurisdictions in Alameda County on a proposed amendment to the 2014 TEP to replace the BART to Livermore project with the "Valley Link" project. The 2014 TEP Implementing Guidelines specify that all jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

Proposed Amendment

In September 2019, the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) requested that Alameda CTC amend the 2014 TEP to replace the BART to Livermore project that is in the 2014 TEP with the Valley Link rail project, and transfer the associated $400 million that was identified for BART to Livermore to the Valley Link project. The TVSJVRRA was created in 2017 by the State Legislature (Assembly Bill 758) for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County. In 2017, BART released the Draft Environmental Impact Report for the BART to Livermore project, which had been under consideration for many years. In May 2018, the BART Board voted to certify the Final EIR and also passed a motion directing the BART General Manager to not advance an alternative, effectively

passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The amendment that has been requested to be made to the 2014 TEP includes the following key elements:

1. Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds.

2. Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.

3. Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.

4. Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above.

A detailed description of the proposed amendment and background can be found in the attached Alameda CTC Commission staff report.

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP) that is proposed to be removed:

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies

and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP, as detailed in the attached Alameda CTC Commission staff report.

Comment Period

On May 28, 2020 the Alameda CTC Commission voted to initiate the comment period. The 45-day comment period closes on July 13, 2020. Given the current shelter in place in effect in Alameda County, comments can be submitted electronically to: tepamendment@alamedactc.org, or by mail to the ACTC office.

Email: tepamendment@alamedactc.org, or

Address: 1111 Broadway, 8th Floor
Oakland, CA 94607

After the 45-day comment period, Alameda CTC staff will review and analyze the comments received and present the proposed amendment and comments to the Alameda CTC Planning, Policy and Legislation Committee for consideration and recommendation to the full Commission for action. To modify and amend the TEP, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners.

If you have any questions regarding this item, please contact me at tlengyel@alamedactc.org or 510.208.7402.

Sincerely,



Tess Lengyel
Executive Director

Attachment: May 28, 2020 Alameda CTC Commission Staff Report

cc: Nicole Almaguer, City Manager
City of Albany
nalmaguer@albanyca.org

ACTC_AR1416

Memorandum

8.1

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

DATE:	May 21, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Recommendation

It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request (Attachment A) for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and 4) make associated technical amendments. Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. This is an action item and requires 2/3 approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Summary

The 2014 Measure BB TEP included $400 million for BART to Livermore. Since that time, a significant number of developments have occurred on the project and in the project area, as detailed in the Project Background section of this memo. The TVSJVRRA was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

In 2017, BART released the Draft Environmental Impact Report for BART to Livermore. In May 2018 the BART Board voted to certify the Final EIR. The Board also passed a motion directing the General Manager to not advance an alternative, effectively passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The TVSJRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the $400 million from the BART to Livermore TEP project to Valley Link. The TEP amendment process, as detailed later in this memo, requires a 45-day comment period by jurisdictions in Alameda County. This recommended action would authorize the initiation of the 45-day comment period. Staff will then return to PPLC and the Commission after the completion of the comment period for final action on the proposed TEP amendment. Once a final amendment is recommended to the Commission after the comment period, a 2/3 vote by the Commission is needed per the TEP Implementing Guidelines.

The proposed amendment includes the following elements, which are documented in Attachments B and C:

1) Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds (Attachment B, Plan Amendment Resolution).
2) Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.
3) Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.
4) Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above (as shown in Attachment C, TEP Redline Markups).

Project Background

A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years, there have been efforts by many residents, local elected officials, and other stakeholders to extend the BART alignment to Livermore, including planning, funding and project development efforts.

Regional and State Rail Planning

In 2007, the San Francisco Bay Area Regional Rail Plan developed by the Metropolitan Transportation Commission (MTC) identified the BART to Livermore extension as an important inter-regional rail connection. The Regional Rail Plan envisioned that BART should connect to the ACE train service in Livermore in order to provide a reliable and fast transit option for the growing congestion over the Altamont Pass and along the I-580 corridor. The importance of rail service between the Tri-Valley and San Joaquin Valley was reiterated in the 2018 California State Rail Plan, which calls for a Tri-Valley rail hub and increased rail frequencies and connectivity over the Altamont Corridor.

BART to Livermore Project

By the 1980s, the extension of BART further east in the Tri-Valley was already under serious consideration. In the mid-1980s, BART purchased a potential site for a future station near the Isabel Avenue and Interstate 580 interchange and a site in the vicinity of Greenville Road and Interstate 580 for purposes of preserving land for a potential station and yard/maintenance facility. In 1997, the Dublin/Pleasanton line was opened, with a West Dublin station added in 2011.

Numerous local and regional transportation measures have included support for BART to Livermore, starting with the 1986 Alameda County Measure B, which included $170 million for a "Rail extension to Dublin Canyon". The 2000 TEP included funding of $8.7 million for "I-580 Corridor/BART to Livermore Studies". Measure BB included $400 million in the 2014 TEP for "BART to Livermore". The project also received Regional Measure 1 bridge toll funding to advance planning and environmental work. In June 2018, Bay Area voters approved Regional Measure 3, which includes $100 million for "Tri-Valley Transit Access Improvements."

In 2010, after two years of analysis, BART completed a Program Environmental Impact Report (EIR) that evaluated the feasibility of five potential station sites and 10 different alignments for the BART to Livermore extension. In 2012, the BART Board of Directors directed its staff to advance the conceptual engineering and environmental review of a one-station extension to Isabel Avenue (Proposed Project), as well as to coordinate with the City of Livermore on the land use planning around the future station site.

In 2014, Alameda County voters approved Measure BB to fund the 2014 TEP, which includes $400 million in dedicated funding for the BART to Livermore extension. Measure BB commits funds to support construction of the extension of BART in the I-580 corridor using the most effective and efficient technology.

On July 31, 2017, BART released the Draft Project EIR evaluating the Proposed Project and alternatives. In May 2018, BART released the Final Project EIR. The BART Board certified the Final Project EIR on May 24, 2018 and directed staff to not advance a specific project.

As major transportation project planning and analysis was underway, cities also advanced land use planning around future rail service. The City of Livermore prepared the Isabel Neighborhood Plan and program-level EIR for development around a new station. The Livermore City Council adopted the Isabel Neighborhood Plan and certified the EIR for the Plan in May 2018.

ACEforward Program

The San Joaquin Regional Rail Commission (SJRRC) ACEforward program outlined a vision for a phased rail infrastructure and service improvement plan to increase frequency, increase service reliability, and enhance passenger facilities along the existing ACE service corridor from San Jose to Stockton, and to extend ACE service to Modesto and Merced. The (SJRRC) released a Draft EIR in May of 2017 that was later rescinded; however, the technical

documents developed by the SJRRC for the ACEforward Draft EIR were made available to the TVSJVRRA for advancement of the Valley Link Project Feasibility Report and Draft EIR.

Creation of TVSJVRRA

In 2017 Assemblymembers Catharine Baker and Susan Eggman authored AB 758, which created the TVSJVRRA. The TVSJVRRA is led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal established for the TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system that reflects regional consensus and meet the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with a feasibility report.

AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance the project per AB 758. The TVSJVRRA adopted several goals and policies to guide the development of the project.

A key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

TVSJVRRA Adopted Project Goals:

The following goals were adopted by the TVSJVRRA to address identified regional and economic and transportation challenges:

- Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs.
- Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction, and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link Project Development Policies

The TVSJVRRA adopted several policies to guide the development framework of the project, including the following sustainability and transit-oriented development policies:

- Sustainability Policy: Identifies implementing strategies to achieve a zero emissions system. The adopted Sustainability Policy includes a commitment to encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households. It further directs maximizing benefits to these communities and households in the project planning and design of Valley Link. Four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities.
- Transit Oriented Development (TOD) Policy: Support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:
    - Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
    - Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently submitted by the City of Livermore to MTC/ABAG as a new PDA.

Valley Link Project Description

Valley Link is a proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail services between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

Attachment D includes a summary fact sheet and diagram of the proposed project.

The project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021 respectively.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (per a 2014 TEP amendment), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

Other Agency Actions

Given the project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, the San Joaquin Council of Governments (SJCOG), SJRRC, BART, Alameda CTC and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project:

- MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Resolution Number 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.
- SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.
- BART: BART has committed staff to directly lead the early development of the project due to its expertise in developing and delivering similar projects, such as the e-BART extension to Antioch.
- Alameda CTC, the SJRRC and Caltrans have provided technical reviews of preliminary design plans and documents. In addition, the TVSJRRA is in discussion with the City of Tracy regarding donation of a key 200-acre parcel under City of Tracy ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $20 million and is currently being appraised.

Project Considerations

The project construction will have significant impacts on the I-580 Express Lanes, with major impacts anticipated during construction. The TVSJVRRA staff have been working with Alameda CTC, as well as Caltrans, to identify design and construction considerations. Alameda CTC staff have held several workshops with the project design team to evaluate the preliminary design plans and will continue to be engaged through the ESC and technical groups to provide policy and technical feedback during design development to ensure minimal impacts to the I-580 Express Lanes. Alameda CTC will continue to work closely with the TVSJVRRA as the project design advances, and will also conduct financial analysis to understand potential impacts to toll revenues during construction to ensure revenue losses are addressed.

Proposed Amendments

The amendment that has been requested to be made to the 2014 TEP includes two elements as follows:

- Amend to include the new entity of the TVSJVRRA
- Amend to include the Valley Link Project for $400 million

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP):

BART Extension and System improvements ($710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as provide local funding for a proposed BART extension in the eastern part of the county.

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP. The proposed changes include moving the project from page 18 from the BART section of the TEP to page 20 under the section

"Major Transit Corridor and Commuter Rail Improvements", remove references to BART as the agency leading the rail extension, change references from the BART to Livermore project to Valley Link on pages 2, 3, 14, 18, 19 (map) and add Valley Link to the map on page 21 (see Attachment C).

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements as shown on Attachment C.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Implementing Guidelines Related to this TEP Amendment

Once the 2014 TEP amendments are complete, all the implementing guidelines will be applicable to the project and project sponsor similar to all other TEP projects. Specifically, for this TEP amendment, the following guidelines describe requirements for the amendment as well as the new project sponsor.

4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

8. Strict Project Deadlines: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

Note: any new amendment that adds a project must comply with this provision and the start date of the seven years will be from the date of the adopted amendment.

11. Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring

requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.

14. No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.

18. New Agencies: New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Planning, Policy and Legislation Committee (PPLC)

At the May PPLC meeting, Alameda CTC staff provided the Committee an overview of the amendment process and schedule, and Michael Tree, Executive Director of the TVSJVRRA gave an overview of the project. Discussion focused on questions related to the timing of the need for the amendment and clarification on the action the Commission would be voting on in May. A number of comment letters were received and summarized verbally for the Committee by the Clerk and emailed to the Committee members as received. The set of public comment letters received for the PPLC meeting is included here as Attachment E. Comment letters sent by Commissioners in their capacity as local government officials are not included but may be expressed verbally by Commissioner at the full Commission meeting. PPLC voted unanimously to advance the item to the full Commission.

Next Steps

Upon Commission approval to initiate the TEP amendment process, a 45-day comment period for jurisdictions in Alameda County will commence. Staff will return to the Commission to report on the comments received and to recommend final action by the Commission later this year.

Fiscal Impact: There is no fiscal impact for this item associated with the requested action.

Attachments:

A. Letter from TVSJVRRA Requesting TEP Amendment
B. Draft Resolution for 2014 TEP Amendment
C. Proposed 2014 Measure BB Expenditure Plan Redline Markups and Technical Amendments
D. Valley Link Project Fact Sheet
E. Comment letters received

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Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

8.1A

BOARD OF DIRECTORS

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Boardmember Bernice Tingle
President, Mountain House

Boardmember Bob Woerner
LAVTA Boardmember

Boardmember Leo Zuber
Vice Chair, ACE

Michael Tree
Executive Director

May 4, 2020

Mayor Pauline Cutter, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, Ca 94607

Dear Chair Cutter,

This letter is intended to supersede the information in the letter written to Chair Valle on September 11, 2019 (attached) as it relates to the language to be amended in the 2014 Transportation Expenditure Plan currently found on page 18. Please use the following language for the amendment:

Valley Link Rail in Alameda County ($400 M)
This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Thank you,

Alameda County Supervisor Scott Haggerty, Chair

cc: Ms. Tess Lengyel, Executive Director, Alameda CTC

Valley Link
Connecting People, Housing, and Jobs

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Commissioner, ACE

Michael Tree
Executive Director

September 11, 2019

Supervisor Richard Valle, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Valle,

In May of 2018 the BART Board decided not to extend conventional BART to Livermore in favor of deferring the development of a rail extension project to the newly established Tri-Valley – San Joaquin Valley Regional Rail Authority ("Authority").

In the statute that created the Authority, AB 758 (Eggman/Baker), the Legislature addressed the transfer of local funds to the Authority for the Valley Link project in Section 132658:

> "the unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority's purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 1800000)."

Over the past 18 months, the Authority has been actively engaged in the planning of Valley Link, a passenger rail project that connects with the Dublin/Pleasanton BART station and travels eastward to Livermore and beyond to communities in the Northern San Joaquin Valley. A key element of the Valley Link Funding Plan for the Dublin/Pleasanton connection with BART and rail construction to Livermore is the $400 million in Measure BB that is currently listed in the Alameda County 2014 Transportation Expenditure Plan ("Plan") for the BART to Livermore project. Per the requirements of the Plan, The Tri-Valley – San Joaquin Valley Regional Rail Authority requests the following amendments:

1. The Tri-Valley – San Joaquin Valley Regional Rail Authority, established by AB 758,be included as an eligible recipient of funds.
2. That the following, specific language be amended:

   Move and amend the following language from Page 18 of the Plan to Page 20:

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Boardmember Bob Woerner
LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

~~BART to Livermore~~ Valley Link to Livermore ($400 M)
The project funds Valley Link ~~the first phase of a BART to extension~~ within the I-580 Corridor freeway alignment from the Dublin/Pleasanton BART station to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of or any element of this ~~first phase~~ project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

In accordance with the Alameda County 2014 Transportation Expenditure Plan Implementing Guidelines, the Tri-Valley – San Joaquin Valley Regional Rail Authority understands and can fully comply with the requirements of recipients of Measure BB funds, including, but not limited to, annual audits and compliance reporting, the establishment of separate accounting funds for Measure BB funds, independent Watchdog reviews, performance measures, environmental clearance timelines, timely use of funds, contracting requirements, public reviews and approvals.

Thank you for your consideration,

Alameda County Supervisor Scott Haggerty, Chair

cc: Mr. Art Dao, Executive Director, Alameda CTC

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ALAMEDA County Transportation Commission

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

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Supervisor Wilma Chan, District 3
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City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

Draft

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Resolution No. 20-007

Resolution of the Alameda County Transportation Commission Amending the 2014 Transportation Expenditure Plan to Delete the BART to Livermore Project and add the Valley Link Project

WHEREAS, by action of the governing body ("Commission") of Alameda County Transportation Commission ("Alameda CTC") at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan ("2014 TEP"), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated $400 million to a project identified as "BART to Livermore," constituting the first phase of a San Francisco Bay Area Rapid Transit District ("BART") extension within the I-580 Corridor to serve residents and businesses in that Corridor.

WHEREAS, on May 24, 2018, the BART Board certified the Final Environmental Impact Report for the BART to Livermore project, but declined to approve the project as proposed nor any alternative for the project.

WHEREAS, Assembly Bill (AB) 758, as adopted by the State legislature and signed by the Governor, created the Tri Valley San Joaquin Valley Regional Rail Authority ("TVSJVRRA"), an entity led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal of TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley, to address regional economic and transportation challenges.

WHEREAS, AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance a rail extension in the Corridor, now identified as "Valley Link."

WHEREAS, a key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

WHEREAS, the Valley Link project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (subject to approval of this amendment to the 2014 TEP by the Commission), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

WHEREAS, given that the Valley Link project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (SJRRC), BART, Alameda CTC, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project, as outlined below:

MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.

WHEREAS, the 2014 TEP and Public Utilities Code Section 180207 together provide that the 2014 Plan may be modified if an amendment is approved by a two-thirds vote of the Commission.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended to delete the BART to Livermore Project and all references to that Project;

BE IT FURTHER RESOLVED that the Tri Valley San Joaquin Valley Regional Rail Authority be recognized as an eligible agency for recipient of funds in the 2014 TEP;

BE IT FURTHER RESOLVED that the Valley Link Rail Project in Alameda County with an allocation of $400 Million is placed in the 2014 TEP, described as follows:

This project funds the first phase of a Valley Link rail project from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BE IT FURTHER RESOLVED that the 2014 TEP be amended to include the following specific description of the Valley Link Project:

A proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail. The project is generally shown on the diagram below:

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 28, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

_____ _____

Pauline Russo Cutter, Vanessa Lee,

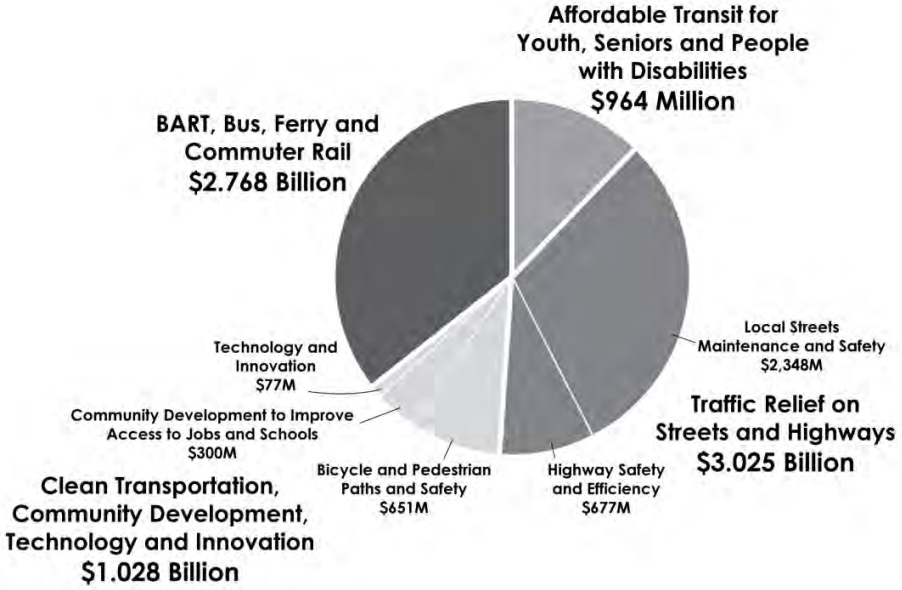
Chair, Alameda CTC Clerk of the Commission

INTRODUCTION

Summary of Investments	FUNDS ALLOCATION* ($ x million)
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	**$1,587**
BART Expansion and Maintenance	$349 ~~$749~~
Bus Operations, Maintenance and Rapid Bus Projects	$1,548
Commuter Rail Improvements	$832 ~~$432~~
Ferry Services in Alameda County	$39
Affordable Transit for Youth, Seniors and People with Disabilities	**$964**
Affordable Youth Transit to School and Transit Innovation	$190
Affordable Transit for Seniors and People with Disabilities	$774
Traffic Relief on Streets and Highways	**$3,025**
City and County Streets*	$2,348
Highway Safety and Efficiency	$677
Clean Transportation, Community Development, Technology and Innovation	**$1,028**
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	$651
Community Development Projects to Improve Access to Jobs and Schools	$300
Technology and Innovation	$77
TOTAL INVESTMENTS (YEAR 2015 TO 2045)**	**$7,785**

Notes:
*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.
**Estimated funds from 2015 to 2045 are anticipated to be almost $8 billion.

$7,785 in Total Investments Year 2015 to 2045



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount ($ x millions)	% of Total Funds
BART, Bus, Senior, and Youth Transit (48%)	Transit: Operations, Maintenance, and Safety Program	AC Transit	$1,455.15	18.8%
		Altamont Commuter Express	$77.40	1.0%
		BART Maintenance	$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	$38.70	0.5%
		Livermore Amador Valley Transit Authority	$38.70	0.5%
		Union City Transit	$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	$15.00	0.19%
		Subtotal	**$1,857.63**	**24%**
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	$232.20	3.0%
		East Bay Paratransit - AC Transit	$348.31	4.5%
		East Bay Paratransit - BART	$116.10	1.5%
		Coordination and Service Grants	$77.40	1.0%
		Subtotal	**$774.01**	**10%**
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	$10.0	**14%**
		Alameda to Fruitvale BART Rapid Bus	$9.0	
		Grand/MacArthur BRT	$6.0	
		College/Broadway Corridor Transit Priority	$10.0	
		Subtotal	**$35.0**	
	BART System Modernization and Expansion	Irvington BART Station	$120.0	
		Bay Fair Connector/BART METRO	$100.0	
		BART Station Modernization and Capacity Program	$90.0	
		~~BART to Livermore~~	~~$400.0~~	
		Subtotal	**$~~710.0~~310.0**	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	$120.0	
		Union City Intermodal Station	$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	$110.0	
		Oakland Broadway Corridor Transit	$10.0	
		Capitol Corridor Service Expansion	$40.0	
		Valley Link	$400.0	
		Subtotal	**$~~355.0~~755.0**	
	TOTAL		**$3,731.64**	**48%**

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.
BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.
All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments. Funds for operations and maintenance will be provided to transit operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing ~~BART~~ rail system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, $1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

Transit Operations and Maintenance Program (21.55% of net revenue, estimated at $1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) $Millions
AC Transit	18.8%	$1,455
ACE	1.0%	$77
BART Maintenance	0.5%	$39
WETA (ferries)	0.5%	$39
LAVTA (WHEELS)	0.5%	$39
Union City Transit	0.25%	$19
Total Transit Operations	**21.55%**	**$1,668**

Affordable Youth Transit Pass Program ($15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at $175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

ACTC_AR1437

BART STATION ~~EXTENSION~~ AND SYSTEM IMPROVEMENTS ($3~~7~~10 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system~~, as well as provide local funding for a proposed BART extension in the eastern part of the county.~~

~~BART to Livermore ($400 M)~~

~~This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.~~

BART Station Upgrades and System Improvements ($310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.



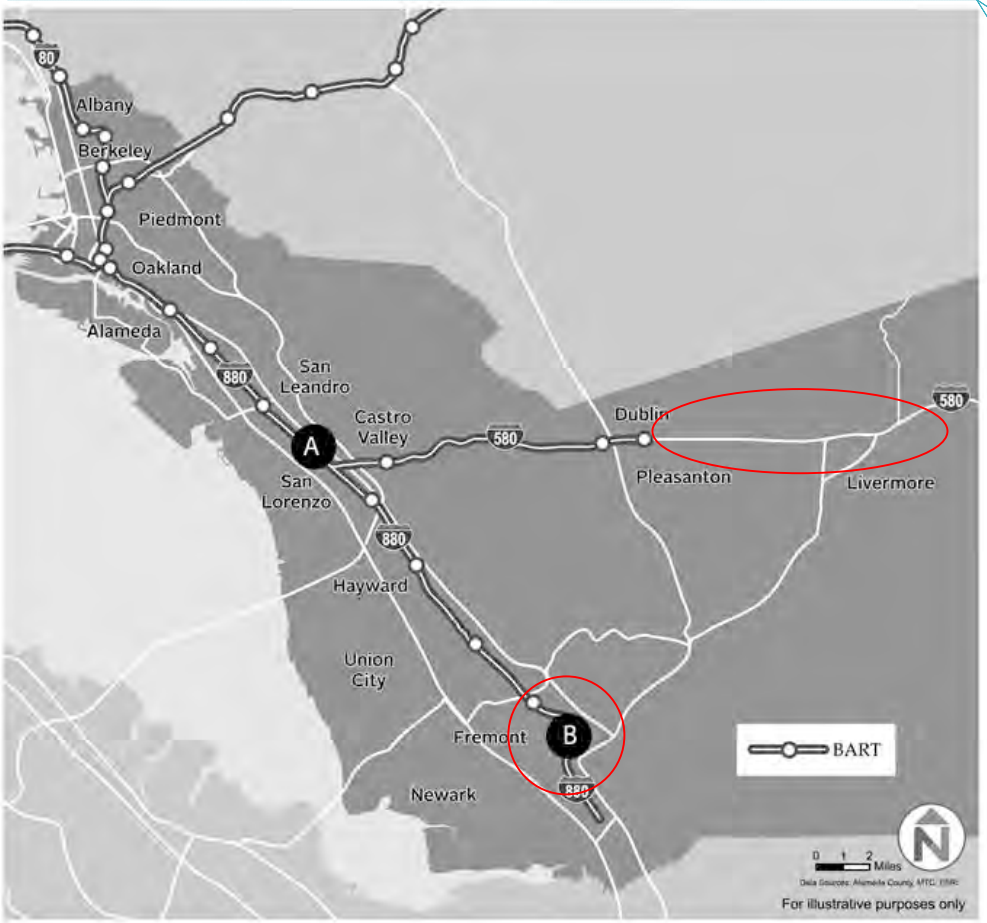
- **The Bay Fair Connector/BART METRO project will receive $100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive $90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.

- **The Irvington BART Station will receive $120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

ACTC_AR1438

BART INVESTMENTS



A Bay Fair Connector / BART METRO

B Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities

Commented [ACTC1]: Bottom circle: The new "B" is Irvington BART Station, and below that removal of "C"

Commented [ACTC2]: Top circle: Removal of the original "B – BART Extension to Livermore (within the I-580 corridor)"

Commented [ACTC3]: Middle circle: Change the original "C – Irvington BART Station" to a new "B"

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS ($~~355~~ 755 M)

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Corridor Area Transportation Improvements ($120 M)

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

Union City Intermodal Station ($75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.



Capitol Corridor Service Expansion ($40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

Railroad Corridor Right of Way Preservation and Track Improvements ($110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

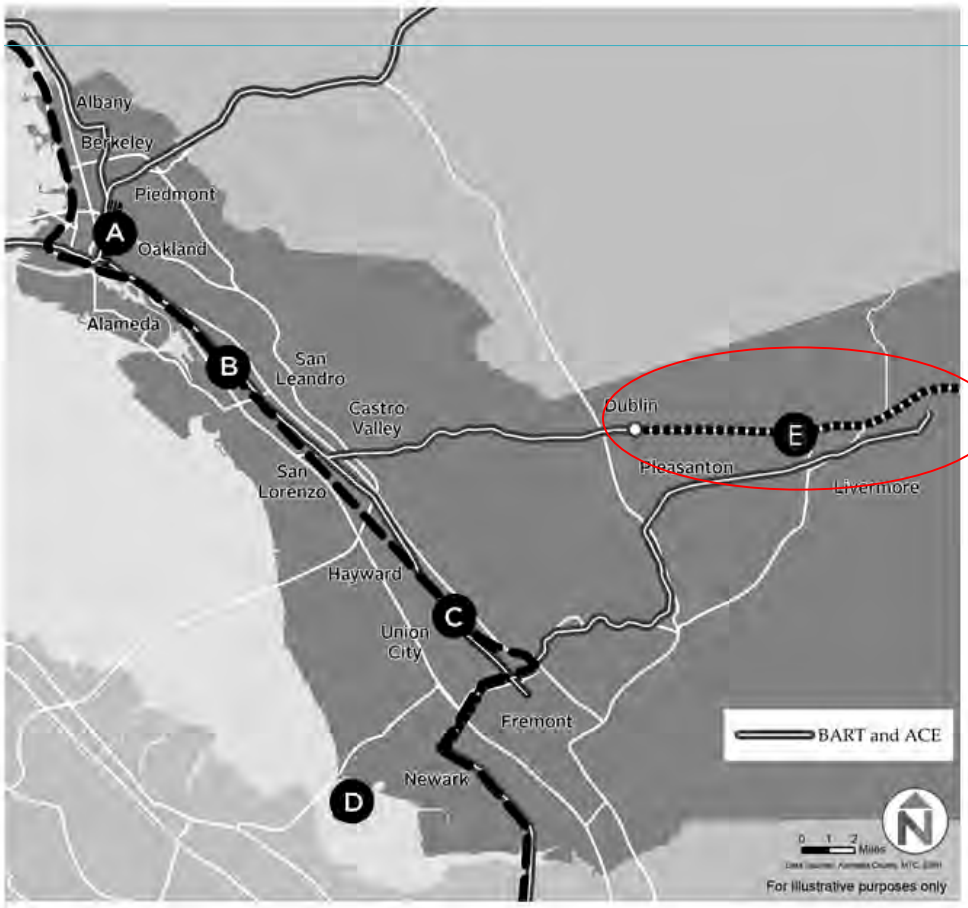
Oakland Broadway Corridor Transit ($10 M)

This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

Valley Link Rail in Alameda County ($400 M)

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



A Broadway Corridor Transit

B Capitol Corridor Service Expansion

C Union City Intermodal Station

D Dumbarton Corridor Area Transportation Improvements

E Valley Link Rail

Not Shown:
- Railroad Corridor Right of Way Preservation and Track Improvements

Commented [ACTC4]: **Both circles:** Addition of "E – Valley Link Rail" on the map and in the legend

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Valley Link

Connecting People, Housing, and Jobs

Fact Sheet

Project Overview

Connecting San Joaquin Valley to the Bay Area. Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

A Seamless Connection to BART. The first phase of service will provide a seamless and timed connection to BART, with service from North Lathrop to the Dublin/ Pleasanton BART station.

Frequent and Reliable Service. Trains will run throughout the day in both directions with the goal of matching BART frequency and hours of operation.

Initial Service Characteristics

	PEAK	OFF-PEAK
Between Dublin/ Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)



As of APRIL 2020

Tri-Valley • San Joaquin Valley REGIONAL RAIL AUTHORITY



By the Numbers

- **9,3500 Bay Area workers** - commuting from San Joaquin Valley today
- **42 Miles** - using existing transportation corridors
- **7 Stations** – Dublin/Pleasanton, Isabel, Mountain House, Tracy, River Islands, North Lathrop
- **78 Minutes** - current average commute each way
- **28 days** – total commute time per year for average commuter
- **75% increase** - commute traffic on I-580 by 2040
- **58% increase** – truck traffic on I-580 by 2040
- **25 daily round-trips** - by Valley Link trains each day in 2040
- **28,000 riders** – estimated in 2040 for Valley Link per day
- **99.4 Million** – reduction in Vehicle Miles Traveled (VMT) per year in 2040
- **33,000 metric tons** – reduction in greenhouse gas emissions (GHG) per year
- **0 Emissions** – battery-electric and hydrogen vehicle technologies under development
- **$2.4 Billion** - cost of Valley Link Phase 1 from Dublin/ Pleasanton BART to North Lathrop, in year of expenditure
- **$628 million** - identified as available for the project:
  - **$400 million** - Measure BB funds
  - **$188 million** - Bridge Toll funds
  - **$40 million - impact fees from the City of Livermore**
- **2027 – target date for Valley Link revenue service**

Project Benefits

Valley Link aims to be a model of sustainability in the design, construction and operation of the system. It is vital to our state's economy, environment and the quality of life in our communities:

- Serves communities and households in the Northern San Joaquin Valley with some of our state's highest poverty rates;
- Promotes equity by maximizing benefits to disadvantaged communities
- Links the Northern California Megaregion's workforce to affordable housing;
- Readily connects our state's future high-speed rail system to BART;
- Provides direct and seamless service to major employment centers in all parts of the Bay Area;
- Provides opportunities for compact transit-oriented development; and
- Will have a significant impact on the reduction of VMT and greenhouse gas emissions.
- Operates on renewable energy

Sources:
Bay Area Economic Institute Valley Link Project Feasibility Report (October 2019)
San Joaquin County Council of Governments

For more information about Valley Link, visit **www.valleylinkrail.com**

Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

Andreas Cluver
Secretary-Treasurer

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President

Rafael Gonzalez
Vice President

Che Timmons
Sergeant in Arms

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Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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Bay Area Transportation Working Group (BATWG)

May 11, 2020

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation Committee

Alameda County Transportation Commission (ACTC)

1111 Broadway, Suite 800 Oakland, CA 94607

Dear Commissioner Ortez:

It has come to our attention that the ACTC is thinking of reallocating the Measure BB funds set aside for the Livermore BART connection to "Valley Link". We urge you to desist.

For one thing such an action would make a mockery of what the Alameda County voters voted for in 2016. For another it would deny the people of Livermore the one good way of getting from their city to the East Dublin BART Station.

At the time the BART Board was considering whether or not to put the Measure BB $400 million toward a proposed $3.2 billion BART extension to Greenville Road, BATWG conducted an extensive investigation of the bus alternative. It was our conclusion that in terms of improving the access of the people of Livermore to BART, well-appointed buses (patterned after the privately-operated hi-tech buses) operating in bus-only lanes would be a far cheaper and better option. At the time we envisioned three separate lines originating in separate parts of Livermore all traveling out-of-traffic, at least during commute hours, to the Station.

Sincerely,

Gerald Cauthen
Co-Founder and President,
Bay Area Transportation Working Group
510 208 5441
www.batwgblog.com

Bay Area Transportation Working Group
3001 Ashbrook Court
Oakland CA 94601
www.batwgblog.com

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From:	Angie Ayers
To:	Angie Ayers
Cc:	Tess Lengyel; Vanessa Lee
Subject:	FW: Bike East Bay comments on Valley Link
Date:	Monday, May 11, 2020 12:23:17 PM

Hello Commissioners,

Please see the below public comment for item 5.1.

Regards,
Angie

Angie Ayers, Associate Administrative Analyst
Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607
Phone: 510.208.7450 direct dial | 510.208.7400 main line
Email: aayers@alamedactc.org Website: www.alamedactc.org
Facebook: www.facebook.com/alamedactc Twitter: @alamedactc

From: Vanessa Lee
Sent: Monday, May 11, 2020 12:20 PM
To: Dave(dave@bikeeastbay.org) Campbell <dave@bikeeastbay.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>; Angie Ayers <aayers@alamedactc.org>
Subject: RE: Bike East Bay comments on Valley Link

Received. Thank you.

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Dave Campbell <dave@bikeeastbay.org>
Sent: Monday, May 11, 2020 12:19 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Bike East Bay comments on Valley Link

Commission

We support transit, and possibly this project too, but have questions and concerns around:

1. The lack of public outreach in Livermore to generate support for this project. Measure BB in Livermore did not get a ton of support and BART was controversial. RM3 get even less support in Livermore. We don't want this project to be controversial like the BART project was. The Isabel Neighborhood Plan was controversial too because of BART. Where are the residents of Livermore on this project?;
2. Hour headways off -peak is poor public transit, and is in fact commuter rail. This corridor needs good transit. What can be done to convert this project from commuter rail to good transit?
3. Can we hear more about the financial crisis and how this project is affected? It's concerning to hear a presentation that does not acknowledge the current financial crisis.

Thank you for more clarifying information.

--
Dave Campbell
Advocacy Director
Bike East Bay
****
Office: 466 Water Street at Jack London Square in Oakland
Mail: PO Box 1736, Oakland, CA 94604
Cell: (510) 701-5971
BikeEastBay.org

Learn how COVID-19 is impacting Bike East Bay events and activities.

From:	Vanessa Lee
To:	Angie Ayers
Subject:	FW: Public Comment for item 5.1 at ACTC"s PPLC meeting on Monday 5/11
Date:	Monday, May 11, 2020 11:26:37 AM
Attachments:	hyperlinked_PPLC_Agenda_20200511.pdf

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, May 7, 2020 1:42 PM
To: Vanessa Lee <VLee@alamedactc.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>
Subject: Public Comment for item 5.1 at ACTC's PPLC meeting on Monday 5/11

Hi Vanessa-

I hope you are staying healthy and safe. Considering that I cannot attend next Monday's PPLC meeting in person due to the SIP, please make sure my comments are read into the record for Public Comment as part of agenda item 5.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti
(925) 858-5303

Dear Chair Ortiz and Honorable Commissioners:

On behalf of the Innovation Tri-Valley Leadership Group, I respectfully request for the PPLC to support the Staff recommendation to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. Our Committee worked to ensure that the Expenditure Plan included the fulfillment of plans dating back to the 1960's which envisioned a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. This vision was part of the plan approved by the voters of Alameda County. Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it.

Four years later in May of 2018, the BART Board certified the BART to Livermore EIR but transferred the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley to the Tri-Valley - San Joaquin Valley Rail Authority. The Authority has since completed a Feasibility Report for Valley Link, a project proven to be cost effective and efficient, estimated to carry between 26,000 and 28,000 riders a day in the highly congested I-580 corridor.

With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority that will benefit the environment, the economy and the quality of life of residents and

Bay Area workers. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete the project. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision of Measure BB for rail connectivity in the Tri-Valley, and I urge the Committee to approve the item.

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group
925.858.5303
tsbranti@innovationtrivalley.orgwww.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

May 8, 2020

Elsa Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: PPLC Agenda Item 5.1 – Tri-Valley-San Joaquin Valley Regional Rail Authority Request for 2014 Measure BB Transportation Expenditure Plan Amendment – **SUPPORT**

Dear Chair Ortiz:

I am writing on behalf of the Livermore Valley Chamber of Commerce (LVCC), a business membership organization with nearly 500 members from a cross-section of private/public and non-profit industry sectors that employ nearly 20,000 workers. Ensuring that public dollars are wisely spent and that taxpayers receive a good return on their investment, while responsibly planning, funding, and maintaining and operating our transportation system is a key policy priority for LVCC.

LVCC supports the above referenced item, advancing the efforts to close the gap in the I-580 corridor for an urgently needed and long-awaited, effective rail connection between Livermore and the Dublin/Pleasanton East BART station. I reiterate the support formerly expressed by LVCC over many years for planning and funding support for such a project. LVCC appreciates the wisdom of the leaders of the Alameda County Transportation Commission in designating significant funding in Measure BB (which was supported by LVCC) to provide for a future rail connection in this corridor. In light of events that have transpired since the approval of BB, your prudent actions necessary to amend the expenditure plan to accommodate the request by the Tri-Valley-San Joaquin Valley Regional Rail Authority is welcomed and appreciated. LVCC recognizes and strongly supports the efforts of the TVSJRRA to effectively deliver a rail connection project in this corridor within the next few years.

We look forward to moving forward with this initiative and this project, and stand ready to support you in this action.

Respectfully,
Dawn P. Argula
Dawn P. Argula
CEO/President

C: Scott Haggerty, First District Supervisor, Alameda County BOS
Tess Lengyel, Executive Director, Alameda County Transportation Commission
Michael Tree, Executive Director, Valley Link
John Marchand, Mayor, City of Livermore

Livermore Valley Chamber of Commerce
2157 First Street Livermore CA 94550
925.447.1606
www.livermorechamber.org

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SIERRA CLUB
SAN FRANCISCO BAY

Serving Alameda, Contra Costa, Marin and San Francisco counties

May 11, 2020

Via email to: vlee@alamedactc.org

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation (PP&L) Committee
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: PP&L Agenda item #5.1 – Approve Tri-Valley- San Joaquin Valley Regional Rail Authority (TVSJVRRA, aka Valley Link) Request for a 2014 Measure BB Transportation Plan Expenditure (TEP) Amendment

Dear Chair Ortiz and Members of the PP&L Committee:

On behalf of our more than 13,500 members in Alameda County, the Sierra Club writes to respectfully express great concern about Item #5.1 on your Agenda for Monday May 11, 2020. We believe that there are far too many issues and questions that should be addressed before the recommended actions move forward.

We recognize that the proposed actions before your Committee are just the beginning of a process to reprogram the sales tax funds that were approved by voters for "BART to Livermore." But as set forth in the staff memo, the proposed actions, and their timing, would establish dangerous precedents for lack of planning and financial responsibility. There is simply no need to rush into the proposed actions, particularly in the context of the current health and financial crises being faced by the State and local communities. Why not first take time for responsible analysis and an opportunity to see if-how-and-when recovery is able to occur, before committing funds that may not materialize for years to come?

Every responsible forecast is anticipating that "the future of work" will be different, post-pandemic, than we have ever been experiencing previously. Why base such a massive investment of public funds on what is already and at best "old data?"

The first Agenda request is that the TVSJVRRA be acknowledged as a new agency in Alameda County that can be an eligible recipient of Measure BB funds. While this

2530 San Pablo Ave., Suite I, Berkeley, CA 94702 Tel. (510) 848-0800 Email: info@sfbaysc.org

should be the least controversial element of the requests, nothing in the staff memo identifies the potential magnitude of impacts on other Measure BB transit recipients. There is no operating budget provided in the Committee materials. Can taxpayers and pre-pandemic passengers be assured that this new system will not become a drain on other, voter-approved transit agencies in the County?

The second and third requests would remove "BART to Livermore" from the TEP and substitute Valley Link with no consideration of possible alternatives – why? The project list for Measure BB was the result of years of input and deliberation by Community and Technical Working Groups. Why not have a full and fair competition for alternative uses of these funds, throughout the full list of "BART, Bus, Senior, and Youth Transit" options identified as the relevant "Type" on page 3 of the TEP (page 24 of the Committee packet), especially with the enormous uncertainties facing projections for both traffic and funding revenues?

Implementing Guideline 22 of the Measure BB TEP is surprisingly omitted from the staff memo, but supports this broadened approach, stating:

> **22. Fund Allocations**: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

Even the language from AB 758 (Eggman/Baker, PUC section 132658) that is quoted in the "superseded" request dated September 11, 2019, recognized that there was no entitlement to the "local funds controlled by the Alameda County Transportation Commission."

It should also be noted that the proposed description and conditions regarding Valley Link delete and/or change significant descriptive and cautionary language (which was carefully negotiated and voter-approved) before funds may actually be "used." The text below sets forth full "before and after" language in a single view for the information of Commissioners and the public:

> ~~BART to Livermore ($400 M)~~
> Valley Link rail in Alameda County ($400 M)
>
> This project funds the first phase of a ~~BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ Valley Link rail extension from the existing Dublin/ Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.

> Funds are for construction for any element of this first phase project and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an ~~detailed~~ alternative assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Why are voter and environmental protections proposed to be removed for this new project? Do Commissioners really think this is wise and appropriate? Why not, at a minimum, wait until the requisite Environmental Review is both released in draft form and then completed? – This critical document is already a year behind the previous schedule.

Where is the San Joaquin County commitment to support their own residents who are likely to be the primary beneficiaries of this project? The proposed resolution merely states that:

> SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from ***future*** measures and state funds. **(emphasis added)**

Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and operations for this multi-county project. “Leveraging” of other funds should, at a minimum, be based on full and fair participation from designated “partners.”

Several places in the proposed “amendments” describe Valley link as “Commuter Rail," despite the fact that it is proposed to operate throughout the day. Subsection 49 CFR 37.3 in relevant part defines “commuter rail” as

> *Commuter rail transportation* means short-haul rail passenger service operating in metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fare, multiple ride, and commutation tickets and by morning and evening peak period operations. This term does not include light or rapid rail transportation.

Is this an attempt to obviate or avoid an obligation for ADA complementary paratransit service for passengers, or attempted passengers, who may have difficulty using the train service?

We must also ask if ACTC or Valley Link have informed MTC and ABAG that the proposed project will facilitate inter-regional commuting, contrary to the intent of SB 375 and the Bay Area's Sustainable Communities Strategy.

This message sets forth only some of the most obvious concerns about the proposed Measure BB actions. There are certain to be more, but disclosure by ACTC and Valley Link should not be delayed until the end of the requisite "public comment" period. The Sierra Club respectfully requests, and urges at a minimum, that the questions and issues noted above be addressed before any Commission action to consider Valley Link's requests. To do any less would call into question Commissioners' significant public service obligations to Alameda County voters, taxpayers, and residents. We look forward to working with you and ACTC staff to consider a full range of responsible uses of Measure BB funds. If you have any questions, or desire further information, please do not hesitate to contact Matt Williams at mwillia@mac.com.

Sincerely,

ss/
Matt Williams
Chair, Chapter Transportation and Compact Growth Committee

ss/
Dick Schneider
Chair, Chapter Tri–Valley Group Executive Committee

ss/
Eric Parfrey
Volunteer Leader, Mother Lode Chapter

Cc: Sierra Club California Director Phillips
San Francisco Bay Chapter Executive Committee Chair Bolotina
San Francisco Bay Chapter Director Berbeco

Memorandum 8.1F: Handout

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

DATE:	May 28, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy Vanessa Lee, Clerk of the Commission
SUBJECT:	Additional Public Comment Submissions regarding the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP)

Please find all written public comments received for the May 28, 2020 Commission meeting Item 8.1: Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan that were submitted after the Commission packet was distributed and were received by the 5 p.m. deadline notice on the agenda. These comments are in addition to those already distributed at Attachment E to item 8.1 in the Commission meeting materials. (*listed in alphabetical order):*

- Alameda County Taxpayers Association
- BART (1)
- BART (2)
- Bay Area Council
- Bay Area Transportation Working Group
- Building & Construction Trade Council of Alameda County
- Chabot-Las Positas Community College
- City of Dublin
- City of Livermore
- City of Pleasanton
- Innovation Tri-Valley Leadership Group
- Laborers' Local 304
- Livermore Amador Valley Transit Authority
- Pleasanton Chamber of Commerce
- Train Riders Association of California

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From: Marcus Crawley
To: Vanessa Lee
Subject: Tri Valley $400 million
Date: Saturday, May 23, 2020 7:59:43 AM

Pauline Cutter, Chair, and ACTC Commissioners May 22, 2020
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)

Dear Chair Cutter:

The Alameda County Taxpayers Association (ACTA), a 501(c)(4) organization, represents the taxpayers of this County in advocating legal and productive expenditures of taxpayer funds. As such, ACTA is a statutory appointer of a member of the ACTC Independent Watchdog Committee.

Alameda County Taxpayers Association [ACTA] is troubled by plan to transfer $400 million BART funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority. The Alameda County voters approved the Special Tax of Measure BB and to be dedicated for Alameda County transportation projects such as the BART to Livermore extension. The foremost consideration of ACTC must be the will of the voters. ACTC must narrowly construe the intention of the voters regarding the 'specific purposes' of the Measure BB special sales tax. The voters did not contemplate that the Measure BB taxes would single-handedly fund multi-county projects in the absence of funds contributions from other counties. When the Tri-Valley Authority has produced its share of the project funding, the ACTC can plan how to spend Tri-Valley Authority funds. ACTA will vigorously oppose any plan to divert these funds away from a voter-approved project.

For the present ACTC must demonstrate that it can plan a viable project by solving the BART to Livermore extension. This Committee must demonstrate leadership and build consensus on existing Alameda County projects, not leap ahead to the next glorious project that has not even been planned. As a first step in leadership, the committee should use its power to make the promised annual audits of Measure BB expenditures a reality.

We call on ACTC to table this action until such time as a proper study be made of this project and the logical alternatives, including a long-haul commuter express bus network for both Eastern Alameda County along the I-580 Corridor and over the hills from the Central Valley. We certainly have no objection to working jointly with Central Valley governments and other interest groups on a project of mutual benefit. However, we do not understand why ACTC is proposing that the Alameda County taxpayers be the first to transfer funds approved by the voters to benefit primarily Alameda County residents to a project that would instead primarily benefit residents of other counties – particularly since there is no commitment from those counties, or even an idea of when such a commitment might be made.

The $400 million was originally approved by the voters as part of Measure BB in 2014 for a BART extension to Livermore. The BART Board elected not to pursue this, so we agree it is proper to study other transportation improvements in this corridor – but, we believe that the first priority should be for what the voters intended, benefits for the residents and travelers along the I-580 corridor in the Eastern Tri-Valley area.

We do not object to the study of rail alternatives in this corridor and into the Central Valley, either BART or commuter/inter-city rail. But, in our role as a taxpayer advocate, we believe that it would be improper to advocate for rail unless and until a proper, unbiased study fairly considers other options, including a bus system on dedicated lanes, that could require far less taxpayer dollars and could be completed much faster. If the study shows that Valley Rail is the best option and is fair to the taxpayers and the traveling public, and is feasible, then ACTC should consider this $400 million reallocation at that time.

We do not understand the necessity nor the benefit of making this decision so early in the planning process.

I will be commenting on this matter at the Commission meeting.

Thank you for your consideration of the position of the Alameda County Taxpayers Association on this important matter before the Commission.

Respectfully submitted,

Marcus Crawley -President of

ACTA

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As BART Director (District 5) and representative for my constituents and taxpayers in the Tri-Valley area, I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades. The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

I urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

John McPartland
BART Director, District 5

www.bart.gov

Cc: BART Directors and Board Appointed Officers
Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
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Rebecca Saltzman
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John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

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7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

Via Email

Mayor Pauline Cutter, Chair
c/o Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 95607
vlee@alamedactc.org

RE: Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request

Chair Cutter:

Thank you for the opportunity to comment on the above referenced item. On behalf of the San Francisco Bay Area Rapid Transit District (BART), I would like to express support for beginning a 45-day comment period on the proposed amendment to the 2014 Measure BB funded TEP, as described in the staff memorandum.

In May 2018, the BART Board of Directors certified the Final Project EIR for the BART to Livermore extension, and directed staff not to advance a specific project in the Tri-Valley. Pursuant to AB 758 (Baker), the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) at that point assumed responsibility to advance a rail project in the corridor. Since then, BART staff have been engaged with the TVSJVRRA throughout project feasibility and initial design and environmental assessments of the proposed Valley Link Rail project, and this coordination continues.

Because of this, BART supports the action to begin the public comment period for the amendment to the TEP naming the TVSJVRRA as an eligible recipient of Measure BB funds and specifically naming the Valley Link project in place of BART to Livermore. It is important to hear from Alameda County residents and other stakeholders. The District anticipates submitting a more detailed set of comments during the official 45-day comment period that this action will kick-off.

Please do not hesitate to contact me or my staff with any additional questions.

Sincerely,

Robert M. Powers
General Manager

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BAYAREA COUNCIL
Shape the Future

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

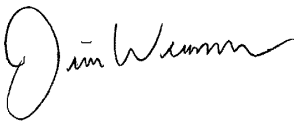
I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,



Jim Wunderman
President & CEO
Bay Area Council

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

Bay Area Transportation Working Group

May 23, 2020

Pauline Cutter, Chair, and ACTC Commissioners

Alameda County Transportation Commission

1111 Broadway, Suite 800

Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda Item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)"

Dear Chair Cutter:

The Bay Area Transportation Working Group (BATWG) is an Oakland-based 501(c)(3) composed of senior transportation experts and advocates with centuries of collective experience in California, Bay Area, and Alameda County transportation issues and projects.

At BATWG's May 21, 2020 meeting there was a discussion of the proposed diversion of Alameda County Measure BB funds to Valley Rail. After the discussion the vote was unanimous; we believe this action would be inappropriate and unwise.

What Valley Rail needs most right now is a full, proper, and unbiased study of its feasibility – including projected ridership, cost-effectiveness and identified sources of funding, all in comparison with the other transportation options for the corridor and all taking the changes brought on by COVID into full account.

In 2017, when the question how to use this $400 million was before the BART Board, the BART staff recommended a significantly upgraded bus option on grounds that it would better serve the transportation needs of Pleasanton and Livermore than an expensive 10-mile extension of BART to Livermore's Greenville Road would. BATWG strongly supported the staff's recommendation and subsequently submitted a list of proposed bus system enhancements.

The original BART Extension project approved by the Alameda County voters was intended to benefit the people of Alameda County, including the residents of

Pleasanton and Livermore Area and those traveling to those cities from more westerly Alameda County locations. Obviously, this was a project that the Alameda County taxpayers were willing to support because the vast majority of the benefits would accrue to Alameda County residents and taxpayers. Valley Rail, which includes five stations in the Central Valley and only three in Alameda County, is intended to primarily benefit non-Alameda County residents.

There is no reason or justification for diverting $400 million in BB funds to Valley Rail at this time.

The Bay Area Transportation Working Group looks forward to working with the ACTC in working to improve transportation in the I-580 Corridor.

Respectfully submitted,

Gerald Cauthen PE

President and Co-founder

Bay Area Transportation Working Group (BATWG)

510 208 5441

www.batwgblog.com

Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

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Secretary-Treasurer

Rob Stoker
President

Rafael Gonzalez
Vice President

Che Timmons
Sergeant in Arms

Auto & Marine Painters, #1176
Boilermakers, #549
Brick & Tile Layers, #3
Carpenters, #713
Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

May 26, 2020

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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CHABOT
LAS POSITAS
COMMUNITY
COLLEGE
DISTRICT

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The CLPCCD and, especially Las Positas College, as evidenced by our MOU with LAVTA, recognize the value of public transportation in meeting sustainability goals and facilitating travel to and from the college. Specifically, the largest benefactor of these two projects will be Las Positas College, and the community we serve which encompasses over 9,200 students and 500 employees. Our research shows that our public transportation usage average is 10,000 individual rides per month and nearly 500 students take the bus each business day. Of our total student population, 20% take classes at both campuses. A rail extension to Livermore would support and facilitate the needs of student populations from both the Tri-Valley and 880/580 corridors. We know there is still a great need for additional public transportation options for all of our students and employees.

CLPCCD provides educational opportunities and support for completing of students' transfer, associate degree, basic skills, career technical education, and retraining goals. We serve, annually, approximately 29,000 students. Our employees and students use public transportation to get to and from their homes to our places of work.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Ronald P. Gerhard
Chancellor

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

CHABOT-LAS POSITAS COMMUNITY COLLEGE DISTRICT BOARD OF TRUSTEES

Edralin J. "Ed" Maduli, President
Genevieve Randolph, Secretary
Hal G. Gin, Ed.D.
Linda Granger
Maria L. Heredia
Tim Sbranti

Ronald P. Gerhard, Chancellor

OFFICE OF THE CHANCELLOR

7600 Dublin Blvd., 3rd Floor
Dublin, CA 94568
Tel: 925-485-5207
Fax: 925-485-5256
www.clpccd.org

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DUBLIN
CALIFORNIA
THE NEW
AMERICAN
BACKYARD

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Linda Smith
E33836CEEC044E0...

Linda Smith
City Manager, City of Dublin

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
925.833.6640
Fire Prevention
925.833.6606
Human Resources
925.833.6605
Parks & Community Services
925.833.6645
Police
925.833.6670
Public Works
925.833.6630

100 Civic Plaza
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www.dublin.ca.gov

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Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

LIVERMORE
CALIFORNIA

May 28, 2020

The Honorable Pauline Russo Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Agenda Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. Position of support.

Dear Chair Cutter:

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire County by reducing traffic over the Altamont Pass and through the congested I-580 and I-680 corridors. An estimated 93,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses, teachers, and people employed in manufacturing in the Tri-Valley and throughout Alameda County. Many of these Bay Area workers have been priced out of the communities they serve by rising housing costs and are suffering through an average 78-minute commute each way.

The environmental benefits of Valley Link are significant. Valley Link offers a rail alternative for those commuting by automobile. An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles

Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year.

Valley Link supports construction of badly needed affordable housing. Through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The Isabel Neighborhood Specific Plan, developed around the Valley Link station at Isabel Avenue, includes 4,095 new multifamily housing units with a mandatory 20% minimum affordable requirement with an overall goal for 25% affordable units in the Plan area.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will help ensure that this vital project can move forward to benefit the entire County and that commitments to the Tri-Valley are finally met.

Sincerely,

John Marchand

John Marchand
Mayor

cc: Supervisor Scott Haggerty
Tess Lengyel, ACTC Executive Director

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THE CITY OF
PLEASANTON

May 26, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that all of our Tri-Valley residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

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P. O. Box 520, Pleasanton, CA 94566-0802 **123 Main Street**

City Manager
(925) 931-5002
Fax: 931-5482

City Attorney
(925) 931-5015
Fax: 931-5482

Economic Development
200 Old Bernal Avenue
(925) 931-5038
Fax: 931-5476

City Clerk
(925) 931-5027
Fax: 931-5492

DocuSign Envelope ID: 204908FC-3263-4FFD-9E9A-326AE97BA60A

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Nelson Fialho
9B5F9FFD0C8544D...

Nelson Fialho
City Manager

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Pleasanton City Council

From:	Tim Sbranti
To:	Vanessa Lee
Subject:	Public Comment for Item 8.1 at ACTC meeting on Thursday 5/28
Date:	Tuesday, May 26, 2020 11:26:55 PM

Hi Vanessa-

I hope you are doing well. Please make sure my comments are read into the record for Public Comment as part of agenda item 8.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti

Dear Chair Russo Cutter and Honorable Commissioners:

On behalf of the business and civic leaders who comprise the Innovation Tri-Valley Leadership Group, please support the Staff recommendation and the unanimous decision from PPLC to amend the Measure BB Transportation Expenditure Plan and replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. As Commissioner Haggerty pointed out at the PPLC meeting, a deliberate decision was made to ensure that priorities of leaders in each of ACTC's 4 planning areas were included in the measure. The priority in 2014 remains the same as it was 50 years as it is today.....establishing a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision approved by the voters of Alameda County for rail connectivity in the Tri-Valley.

Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it. Considering that the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley was transferred in 2018 from BART to the Tri-Valley - San Joaquin Valley Rail Authority, now is the time to transfer the funds as well for rail in the Tri-Valley. In recent months, the Authority has completed a Feasibility Report for Valley Link, a project proven to be cost-effective and efficient, estimated to carry between 26,000 and 28,000 riders a day to relieve gridlock in the highly congested I-580 corridor. With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority and the time to act is now.

Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with state, federal and private funding to complete the much-needed project, and we hope that you will

fulfill the original vision and meet present and future needs of the County by approving the item.

--

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group

www.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

From:	Rafael Gonzalez
To:	Vanessa Lee
Subject:	Valley Link
Date:	Tuesday, May 26, 2020 10:10:41 AM

Good morning. I am writing to you in support of the Valley Link project and the proposed funding of that project. As a representative of thousands of workers who commute from the Central Valley into the Bay Area, and as someone who does that same commute, I can attest to the importance of the Valley Link Rail System. I moved to Tracy, about 20 years ago and I have seen firsthand the increase in commuter traffic. All the experts agree that this will only continue to increase as time goes on. This will result in more time on the road, which increases the carbon footprint of each individual commuter. Valley Link provides a safe alternative from the Central Valley to the Bay Area, reducing the amount of vehicles on the road, which in turn results in lower commute times, carbon emissions, and stress levels!

Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.

The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.

For these reasons and other, I humbly ask that you consider having the Tri-Valley – San Joaquin Valley Regional Rail Authority recognized as an agency eligible for Measure BB funds (agency hadn't been created when Measure BB was approved). We are also seeking to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project. This will put $400 million in Measure BB funds into the control of the Valley Link Board.

I thank you for your consideration.

Rafael Gonzalez
President/ Field Representative
Laborers' Local 304
(510)581-9600 (office)
(510)432-2827 (mobile)

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Livermore Amador Valley
TRANSIT AUTHORITY

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

David G. Hudson

Cc: Alameda County Transportation Commission members
Tess Lengye!, ACTC Executive Director

1362 Rutan Ct., Ste. 100 | Livermore, CA 94551
O. (925) 455-7555 | F. (925) 443-1375
wheelsbus.com

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PLEASANTON CHAMBER of COMMERCE

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I am writing to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to eventually advance rail connectivity to the San Joaquin Valley. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are finally met.

Sincerely,

Steve Van Dorn
President & CEO

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

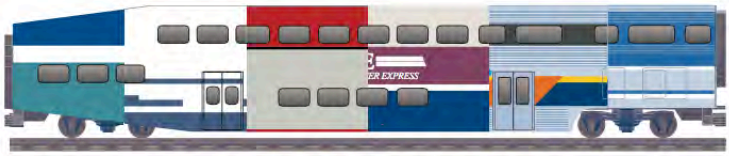
www.pleasanton.org
777 Peters Avenue • Pleasanton, CA 94566 • Phone: (925) 846-5858 • Fax: (925) 846-9697

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TRAC
Train Riders Association of California

1025 Ninth Street Suite 223
Sacramento CA 95814-3516

(916) 557-1667
www.calrailnews.org
president@calrailnews.org



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Contra Contra County

May 26, 2020
Submitted to:
contact@
alamedactc.org

Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Agenda Item # 8.1, May 28 Meeting
Measure BB Exp. Plan Amendment

Dear Chair Cutter:

The Train Riders Association of California ("TRAC") is a statewide rail advocacy organization that has worked since 1984 to improve passenger rail service in California. TRAC has been involved in passenger rail planning for the Altamont Corridor for at least two decades. We have made presentations to the Valley Link Board and participated in their public meetings.

We write today to urge your Board to defer action on amending the Expenditure Plan for Measure BB until you receive an environmental impact report for Valley Link, which is nearing completion. The Administrative Draft was under review last October, and the Draft EIR is now scheduled for public review in September 2020. TRAC suggests the following reasons for deferral of this agenda item:

1. Without a certified EIR, there is no evidence to support the claim that the proposed Valley Link project will provide meaningful benefits to Alameda County taxpayers. The Commission has a special duty to taxpayers to make an affirmative finding of benefit, under Section 14 of the Expenditure Plan Guidelines:

> **No Expenditures Outside of Alameda County**: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. (emphasis added.)

2. From its inception, this project raised serious questions as to whether BART would be able to handle the additional passengers that Valley Link would transport from the Central Valley. The EIR

should resolve that question. If Valley Link were projected to make overcrowding on BART even worse, that would have serious implications as to whether the project could reasonably be judged as benefitting Alameda County residents.

3. An EIR would determine whether Valley Link would result in the construction of any infrastructure or station that would be inconsistent with the land use-constraining provisions of Alameda County year 2000 Measure D. On a related topic, an EIR will provide information on the Valley Link project's compliance with the County's Gateway Policy.

4. As the largest single capital project in Measure BB, BART to Livermore was the marquee project. Because of that special status, it demands special treatment above and beyond the 2/3 majority required for an amendment. This is not some minor project. Amending the Plan to include this project changes the entire profile of the measure, because the voters never gave their support to the Valley Link project. There is no evidence that the voters of the Tri-Valley, which did not support Measure BB, would support Valley Link.

5. Because Measure BB resulted in financial trade-offs between the Tri-Valley and the North County cities through a reweighting of the basic allocation formula for local streets and roads, the entire Expenditure Plan would need to be reopened to assure fairness for all jurisdictions.

6. Other alternative projects, including several that TRAC has advocated for, would potentially be far more cost-effective in providing the service that Valley Link seeks to offer. In particular, the $1+ billion dollar cost of the I-580 relocation is merely a utility relocation, offering no transportation benefit to taxpayers.

Thank you for considering these comments.

Sincerely yours,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President, TRAC

ALAMEDA County Transportation Commission

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

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Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

May 28, 2020

Mayor Jesse Arreguin
City of Berkeley
2180 Milvia Street
Berkeley, CA 94704

Via Email: JArreguin@cityofberkeley.info

Re: Alameda County Transportation Commission 2014 Measure BB Transportation Expenditure Plan Amendment Comment Period

Dear Mayor Arreguin,

In November 2014, voters in Alameda County approved Measure BB, authorizing an extension of the existing transportation sales tax (Measure B), administered by the Alameda County Transportation Commission (Alameda CTC). The 2014 Transportation Expenditure Plan (2014 TEP) guides the investments of Measure BB revenues toward capital projects and programs that improve the countywide transportation system.

On May 28, 2020, the Alameda CTC Commission voted to initiate a comment period for comments by jurisdictions in Alameda County on a proposed amendment to the 2014 TEP to replace the BART to Livermore project with the "Valley Link" project. The 2014 TEP Implementing Guidelines specify that all jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

Proposed Amendment

In September 2019, the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) requested that Alameda CTC amend the 2014 TEP to replace the BART to Livermore project that is in the 2014 TEP with the Valley Link rail project, and transfer the associated $400 million that was identified for BART to Livermore to the Valley Link project. The TVSJVRRA was created in 2017 by the State Legislature (Assembly Bill 758) for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County. In 2017, BART released the Draft Environmental Impact Report for the BART to Livermore project, which had been under consideration for many years. In May 2018, the BART Board voted to certify the Final EIR and also passed a motion directing the BART General Manager to not advance an alternative, effectively

passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The amendment that has been requested to be made to the 2014 TEP includes the following key elements:

1. Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds.

2. Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.

3. Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.

4. Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above.

A detailed description of the proposed amendment and background can be found in the attached Alameda CTC Commission staff report.

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP) that is proposed to be removed:

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies

and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP, as detailed in the attached Alameda CTC Commission staff report.

Comment Period

On May 28, 2020 the Alameda CTC Commission voted to initiate the comment period. The 45-day comment period closes on July 13, 2020. Given the current shelter in place in effect in Alameda County, comments can be submitted electronically to: tepamendment@alamedactc.org, or by mail to the ACTC office.

Email: tepamendment@alamedactc.org, or

Address: 1111 Broadway, 8th Floor
Oakland, CA 94607

After the 45-day comment period, Alameda CTC staff will review and analyze the comments received and present the proposed amendment and comments to the Alameda CTC Planning, Policy and Legislation Committee for consideration and recommendation to the full Commission for action. To modify and amend the TEP, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners.

If you have any questions regarding this item, please contact me at tlengyel@alamedactc.org or 510.208.7402.

Sincerely,

Tess Lengyel
Executive Director

Attachment: May 28, 2020 Alameda CTC Commission Staff Report

cc: Dee Williams Ridley, City Manager
City of Berkeley
manager@cityofberkeley.info

ACTC_AR1493

Memorandum

8.1

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

DATE:	May 21, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Recommendation

It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request (Attachment A) for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and 4) make associated technical amendments. Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. This is an action item and requires 2/3 approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Summary

The 2014 Measure BB TEP included $400 million for BART to Livermore. Since that time, a significant number of developments have occurred on the project and in the project area, as detailed in the Project Background section of this memo. The TVSJVRRA was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

In 2017, BART released the Draft Environmental Impact Report for BART to Livermore. In May 2018 the BART Board voted to certify the Final EIR. The Board also passed a motion directing the General Manager to not advance an alternative, effectively passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The TVSJRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the $400 million from the BART to Livermore TEP project to Valley Link. The TEP amendment process, as detailed later in this memo, requires a 45-day comment period by jurisdictions in Alameda County. This recommended action would authorize the initiation of the 45-day comment period. Staff will then return to PPLC and the Commission after the completion of the comment period for final action on the proposed TEP amendment. Once a final amendment is recommended to the Commission after the comment period, a 2/3 vote by the Commission is needed per the TEP Implementing Guidelines.

The proposed amendment includes the following elements, which are documented in Attachments B and C:

1) Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds (Attachment B, Plan Amendment Resolution).
2) Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.
3) Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.
4) Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above (as shown in Attachment C, TEP Redline Markups).

Project Background

A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years, there have been efforts by many residents, local elected officials, and other stakeholders to extend the BART alignment to Livermore, including planning, funding and project development efforts.

Regional and State Rail Planning

In 2007, the San Francisco Bay Area Regional Rail Plan developed by the Metropolitan Transportation Commission (MTC) identified the BART to Livermore extension as an important inter-regional rail connection. The Regional Rail Plan envisioned that BART should connect to the ACE train service in Livermore in order to provide a reliable and fast transit option for the growing congestion over the Altamont Pass and along the I-580 corridor. The importance of rail service between the Tri-Valley and San Joaquin Valley was reiterated in the 2018 California State Rail Plan, which calls for a Tri-Valley rail hub and increased rail frequencies and connectivity over the Altamont Corridor.

BART to Livermore Project

By the 1980s, the extension of BART further east in the Tri-Valley was already under serious consideration. In the mid-1980s, BART purchased a potential site for a future station near the Isabel Avenue and Interstate 580 interchange and a site in the vicinity of Greenville Road and Interstate 580 for purposes of preserving land for a potential station and yard/maintenance facility. In 1997, the Dublin/Pleasanton line was opened, with a West Dublin station added in 2011.

Numerous local and regional transportation measures have included support for BART to Livermore, starting with the 1986 Alameda County Measure B, which included $170 million for a "Rail extension to Dublin Canyon". The 2000 TEP included funding of $8.7 million for "I-580 Corridor/BART to Livermore Studies". Measure BB included $400 million in the 2014 TEP for "BART to Livermore". The project also received Regional Measure 1 bridge toll funding to advance planning and environmental work. In June 2018, Bay Area voters approved Regional Measure 3, which includes $100 million for "Tri-Valley Transit Access Improvements."

In 2010, after two years of analysis, BART completed a Program Environmental Impact Report (EIR) that evaluated the feasibility of five potential station sites and 10 different alignments for the BART to Livermore extension. In 2012, the BART Board of Directors directed its staff to advance the conceptual engineering and environmental review of a one-station extension to Isabel Avenue (Proposed Project), as well as to coordinate with the City of Livermore on the land use planning around the future station site.

In 2014, Alameda County voters approved Measure BB to fund the 2014 TEP, which includes $400 million in dedicated funding for the BART to Livermore extension. Measure BB commits funds to support construction of the extension of BART in the I-580 corridor using the most effective and efficient technology.

On July 31, 2017, BART released the Draft Project EIR evaluating the Proposed Project and alternatives. In May 2018, BART released the Final Project EIR. The BART Board certified the Final Project EIR on May 24, 2018 and directed staff to not advance a specific project.

As major transportation project planning and analysis was underway, cities also advanced land use planning around future rail service. The City of Livermore prepared the Isabel Neighborhood Plan and program-level EIR for development around a new station. The Livermore City Council adopted the Isabel Neighborhood Plan and certified the EIR for the Plan in May 2018.

ACEforward Program

The San Joaquin Regional Rail Commission (SJRRC) ACEforward program outlined a vision for a phased rail infrastructure and service improvement plan to increase frequency, increase service reliability, and enhance passenger facilities along the existing ACE service corridor from San Jose to Stockton, and to extend ACE service to Modesto and Merced. The (SJRRC) released a Draft EIR in May of 2017 that was later rescinded; however, the technical

documents developed by the SJRRC for the ACEforward Draft EIR were made available to the TVSJVRRA for advancement of the Valley Link Project Feasibility Report and Draft EIR.

Creation of TVSJVRRA

In 2017 Assemblymembers Catharine Baker and Susan Eggman authored AB 758, which created the TVSJVRRA. The TVSJVRRA is led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal established for the TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system that reflects regional consensus and meet the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with a feasibility report.

AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance the project per AB 758. The TVSJVRRA adopted several goals and policies to guide the development of the project.

A key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

TVSJVRRA Adopted Project Goals:

The following goals were adopted by the TVSJVRRA to address identified regional and economic and transportation challenges:

- Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs.
- Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction, and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link Project Development Policies

The TVSJVRRA adopted several policies to guide the development framework of the project, including the following sustainability and transit-oriented development policies:

- Sustainability Policy: Identifies implementing strategies to achieve a zero emissions system. The adopted Sustainability Policy includes a commitment to encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households. It further directs maximizing benefits to these communities and households in the project planning and design of Valley Link. Four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities.
- Transit Oriented Development (TOD) Policy: Support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:
    - Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
    - Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently submitted by the City of Livermore to MTC/ABAG as a new PDA.

Valley Link Project Description

Valley Link is a proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail services between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

Attachment D includes a summary fact sheet and diagram of the proposed project.

The project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021 respectively.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (per a 2014 TEP amendment), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

Other Agency Actions

Given the project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, the San Joaquin Council of Governments (SJCOG), SJRRC, BART, Alameda CTC and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project:

- MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Resolution Number 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.
- SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.
- BART: BART has committed staff to directly lead the early development of the project due to its expertise in developing and delivering similar projects, such as the e-BART extension to Antioch.
- Alameda CTC, the SJRRC and Caltrans have provided technical reviews of preliminary design plans and documents. In addition, the TVSJRRA is in discussion with the City of Tracy regarding donation of a key 200-acre parcel under City of Tracy ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $20 million and is currently being appraised.

Project Considerations

The project construction will have significant impacts on the I-580 Express Lanes, with major impacts anticipated during construction. The TVSJVRRA staff have been working with Alameda CTC, as well as Caltrans, to identify design and construction considerations. Alameda CTC staff have held several workshops with the project design team to evaluate the preliminary design plans and will continue to be engaged through the ESC and technical groups to provide policy and technical feedback during design development to ensure minimal impacts to the I-580 Express Lanes. Alameda CTC will continue to work closely with the TVSJVRRA as the project design advances, and will also conduct financial analysis to understand potential impacts to toll revenues during construction to ensure revenue losses are addressed.

Proposed Amendments

The amendment that has been requested to be made to the 2014 TEP includes two elements as follows:

- Amend to include the new entity of the TVSJVRRA
- Amend to include the Valley Link Project for $400 million

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP):

BART Extension and System improvements ($710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as provide local funding for a proposed BART extension in the eastern part of the county.

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP. The proposed changes include moving the project from page 18 from the BART section of the TEP to page 20 under the section

"Major Transit Corridor and Commuter Rail Improvements", remove references to BART as the agency leading the rail extension, change references from the BART to Livermore project to Valley Link on pages 2, 3, 14, 18, 19 (map) and add Valley Link to the map on page 21 (see Attachment C).

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements as shown on Attachment C.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Implementing Guidelines Related to this TEP Amendment

Once the 2014 TEP amendments are complete, all the implementing guidelines will be applicable to the project and project sponsor similar to all other TEP projects. Specifically, for this TEP amendment, the following guidelines describe requirements for the amendment as well as the new project sponsor.

4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

8. Strict Project Deadlines: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

Note: any new amendment that adds a project must comply with this provision and the start date of the seven years will be from the date of the adopted amendment.

11. Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring

requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.

14. No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.

18. New Agencies: New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Planning, Policy and Legislation Committee (PPLC)

At the May PPLC meeting, Alameda CTC staff provided the Committee an overview of the amendment process and schedule, and Michael Tree, Executive Director of the TVSJVRRA gave an overview of the project. Discussion focused on questions related to the timing of the need for the amendment and clarification on the action the Commission would be voting on in May. A number of comment letters were received and summarized verbally for the Committee by the Clerk and emailed to the Committee members as received. The set of public comment letters received for the PPLC meeting is included here as Attachment E. Comment letters sent by Commissioners in their capacity as local government officials are not included but may be expressed verbally by Commissioner at the full Commission meeting. PPLC voted unanimously to advance the item to the full Commission.

Next Steps

Upon Commission approval to initiate the TEP amendment process, a 45-day comment period for jurisdictions in Alameda County will commence. Staff will return to the Commission to report on the comments received and to recommend final action by the Commission later this year.

Fiscal Impact: There is no fiscal impact for this item associated with the requested action.

Attachments:

A. Letter from TVSJVRRA Requesting TEP Amendment
B. Draft Resolution for 2014 TEP Amendment
C. Proposed 2014 Measure BB Expenditure Plan Redline Markups and Technical Amendments
D. Valley Link Project Fact Sheet
E. Comment letters received

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Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

8.1A

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President, Mountain House

Boardmember Bob Woerner
LAVTA Boardmember

Boardmember Leo Zuber
Vice Chair, ACE

Michael Tree
Executive Director

May 4, 2020

Mayor Pauline Cutter, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, Ca 94607

Dear Chair Cutter,

This letter is intended to supersede the information in the letter written to Chair Valle on September 11, 2019 (attached) as it relates to the language to be amended in the 2014 Transportation Expenditure Plan currently found on page 18. Please use the following language for the amendment:

Valley Link Rail in Alameda County ($400 M)
This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Thank you,

Alameda County Supervisor Scott Haggerty, Chair

cc: Ms. Tess Lengyel, Executive Director, Alameda CTC

Valley Link
Connecting People, Housing, and Jobs

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Boardmember Bob Woerner
LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

September 11, 2019

Supervisor Richard Valle, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Valle,

In May of 2018 the BART Board decided not to extend conventional BART to Livermore in favor of deferring the development of a rail extension project to the newly established Tri-Valley – San Joaquin Valley Regional Rail Authority ("Authority").

In the statute that created the Authority, AB 758 (Eggman/Baker), the Legislature addressed the transfer of local funds to the Authority for the Valley Link project in Section 132658:

> "the unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority's purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 1800000)."

Over the past 18 months, the Authority has been actively engaged in the planning of Valley Link, a passenger rail project that connects with the Dublin/Pleasanton BART station and travels eastward to Livermore and beyond to communities in the Northern San Joaquin Valley. A key element of the Valley Link Funding Plan for the Dublin/Pleasanton connection with BART and rail construction to Livermore is the $400 million in Measure BB that is currently listed in the Alameda County 2014 Transportation Expenditure Plan ("Plan") for the BART to Livermore project. Per the requirements of the Plan, The Tri-Valley – San Joaquin Valley Regional Rail Authority requests the following amendments:

1. The Tri-Valley – San Joaquin Valley Regional Rail Authority, established by AB 758,be included as an eligible recipient of funds.
2. That the following, specific language be amended:

   Move and amend the following language from Page 18 of the Plan to Page 20:

Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

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LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

~~BART to Livermore~~ Valley Link to Livermore ($400 M)
The project funds Valley Link ~~the first phase of a BART to extension~~ within the I-580 Corridor freeway alignment from the Dublin/Pleasanton BART station to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of or any element of this ~~first phase~~ project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

In accordance with the Alameda County 2014 Transportation Expenditure Plan Implementing Guidelines, the Tri-Valley – San Joaquin Valley Regional Rail Authority understands and can fully comply with the requirements of recipients of Measure BB funds, including, but not limited to, annual audits and compliance reporting, the establishment of separate accounting funds for Measure BB funds, independent Watchdog reviews, performance measures, environmental clearance timelines, timely use of funds, contracting requirements, public reviews and approvals.

Thank you for your consideration,

Alameda County Supervisor Scott Haggerty, Chair

cc: Mr. Art Dao, Executive Director, Alameda CTC

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ALAMEDA County Transportation Commission

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

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Executive Director
Tess Lengyel

Draft

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Resolution No. 20-007

Resolution of the Alameda County Transportation Commission Amending the 2014 Transportation Expenditure Plan to Delete the BART to Livermore Project and add the Valley Link Project

WHEREAS, by action of the governing body ("Commission") of Alameda County Transportation Commission ("Alameda CTC") at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan ("2014 TEP"), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated $400 million to a project identified as "BART to Livermore," constituting the first phase of a San Francisco Bay Area Rapid Transit District ("BART") extension within the I-580 Corridor to serve residents and businesses in that Corridor.

WHEREAS, on May 24, 2018, the BART Board certified the Final Environmental Impact Report for the BART to Livermore project, but declined to approve the project as proposed nor any alternative for the project.

WHEREAS, Assembly Bill (AB) 758, as adopted by the State legislature and signed by the Governor, created the Tri Valley San Joaquin Valley Regional Rail Authority ("TVSJVRRA"), an entity led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal of TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley, to address regional economic and transportation challenges.

WHEREAS, AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance a rail extension in the Corridor, now identified as "Valley Link."

WHEREAS, a key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

WHEREAS, the Valley Link project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (subject to approval of this amendment to the 2014 TEP by the Commission), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

WHEREAS, given that the Valley Link project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (SJRRC), BART, Alameda CTC, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project, as outlined below:

MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.

WHEREAS, the 2014 TEP and Public Utilities Code Section 180207 together provide that the 2014 Plan may be modified if an amendment is approved by a two-thirds vote of the Commission.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended to delete the BART to Livermore Project and all references to that Project;

BE IT FURTHER RESOLVED that the Tri Valley San Joaquin Valley Regional Rail Authority be recognized as an eligible agency for recipient of funds in the 2014 TEP;

BE IT FURTHER RESOLVED that the Valley Link Rail Project in Alameda County with an allocation of $400 Million is placed in the 2014 TEP, described as follows:

This project funds the first phase of a Valley Link rail project from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BE IT FURTHER RESOLVED that the 2014 TEP be amended to include the following specific description of the Valley Link Project:

A proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail. The project is generally shown on the diagram below:

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 28, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

_____ _____

Pauline Russo Cutter, Vanessa Lee,

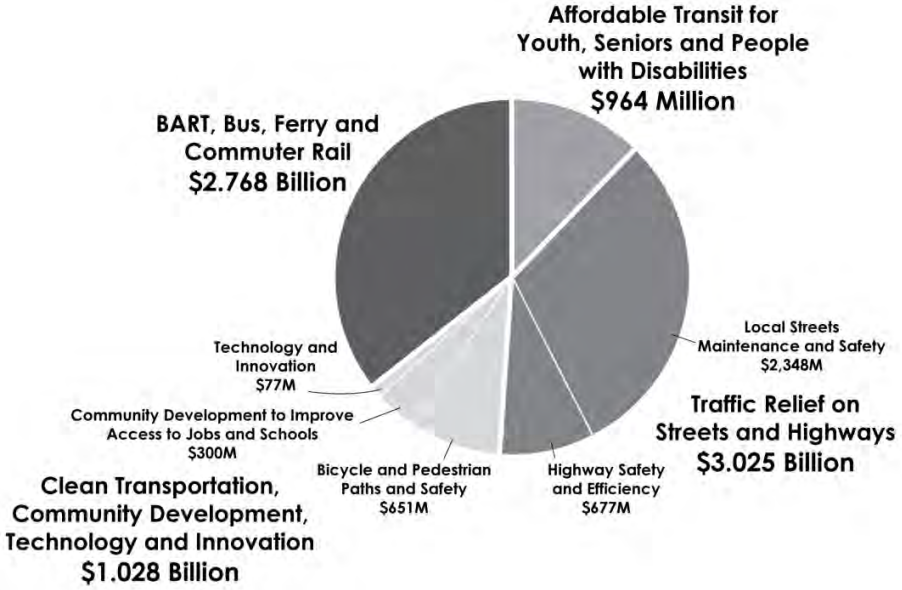
Chair, Alameda CTC Clerk of the Commission

INTRODUCTION

Summary of Investments	FUNDS ALLOCATION* ($ x million)
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	**$1,587**
BART Expansion and Maintenance	$349 ~~$749~~
Bus Operations, Maintenance and Rapid Bus Projects	$1,548
Commuter Rail Improvements	$832 ~~$432~~
Ferry Services in Alameda County	$39
Affordable Transit for Youth, Seniors and People with Disabilities	**$964**
Affordable Youth Transit to School and Transit Innovation	$190
Affordable Transit for Seniors and People with Disabilities	$774
Traffic Relief on Streets and Highways	**$3,025**
City and County Streets*	$2,348
Highway Safety and Efficiency	$677
Clean Transportation, Community Development, Technology and Innovation	**$1,028**
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	$651
Community Development Projects to Improve Access to Jobs and Schools	$300
Technology and Innovation	$77
TOTAL INVESTMENTS (YEAR 2015 TO 2045)**	**$7,785**

Notes:
*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.
**Estimated funds from 2015 to 2045 are anticipated to be almost $8 billion.

$7,785 in Total Investments Year 2015 to 2045



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount ($ x millions)	% of Total Funds
BART, Bus, Senior, and Youth Transit (48%)	Transit: Operations, Maintenance, and Safety Program	AC Transit	$1,455.15	18.8%
		Altamont Commuter Express	$77.40	1.0%
		BART Maintenance	$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	$38.70	0.5%
		Livermore Amador Valley Transit Authority	$38.70	0.5%
		Union City Transit	$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	$15.00	0.19%
		Subtotal	**$1,857.63**	**24%**
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	$232.20	3.0%
		East Bay Paratransit - AC Transit	$348.31	4.5%
		East Bay Paratransit - BART	$116.10	1.5%
		Coordination and Service Grants	$77.40	1.0%
		Subtotal	**$774.01**	**10%**
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	$10.0	**14%**
		Alameda to Fruitvale BART Rapid Bus	$9.0	
		Grand/MacArthur BRT	$6.0	
		College/Broadway Corridor Transit Priority	$10.0	
		Subtotal	**$35.0**	
	BART System Modernization and Expansion	Irvington BART Station	$120.0	
		Bay Fair Connector/BART METRO	$100.0	
		BART Station Modernization and Capacity Program	$90.0	
		~~BART to Livermore~~	~~$400.0~~	
		Subtotal	**$~~710.0~~310.0**	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	$120.0	
		Union City Intermodal Station	$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	$110.0	
		Oakland Broadway Corridor Transit	$10.0	
		Capitol Corridor Service Expansion	$40.0	
		Valley Link	$400.0	
		Subtotal	**$~~355.0~~755.0**	
	TOTAL		**$3,731.64**	**48%**

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.
BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.
All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

ACTC_AR1513

BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments. Funds for operations and maintenance will be provided to transit operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing ~~BART~~ rail system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, $1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

Transit Operations and Maintenance Program (21.55% of net revenue, estimated at $1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) $Millions
AC Transit	18.8%	$1,455
ACE	1.0%	$77
BART Maintenance	0.5%	$39
WETA (ferries)	0.5%	$39
LAVTA (WHEELS)	0.5%	$39
Union City Transit	0.25%	$19
Total Transit Operations	**21.55%**	**$1,668**

Affordable Youth Transit Pass Program ($15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at $175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

ACTC_AR1514

BART STATION ~~EXTENSION~~ AND SYSTEM IMPROVEMENTS ($37~~7~~10 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system~~, as well as provide local funding for a proposed BART extension in the eastern part of the county.~~

~~BART to Livermore ($400 M)~~

~~This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.~~

BART Station Upgrades and System Improvements ($310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.



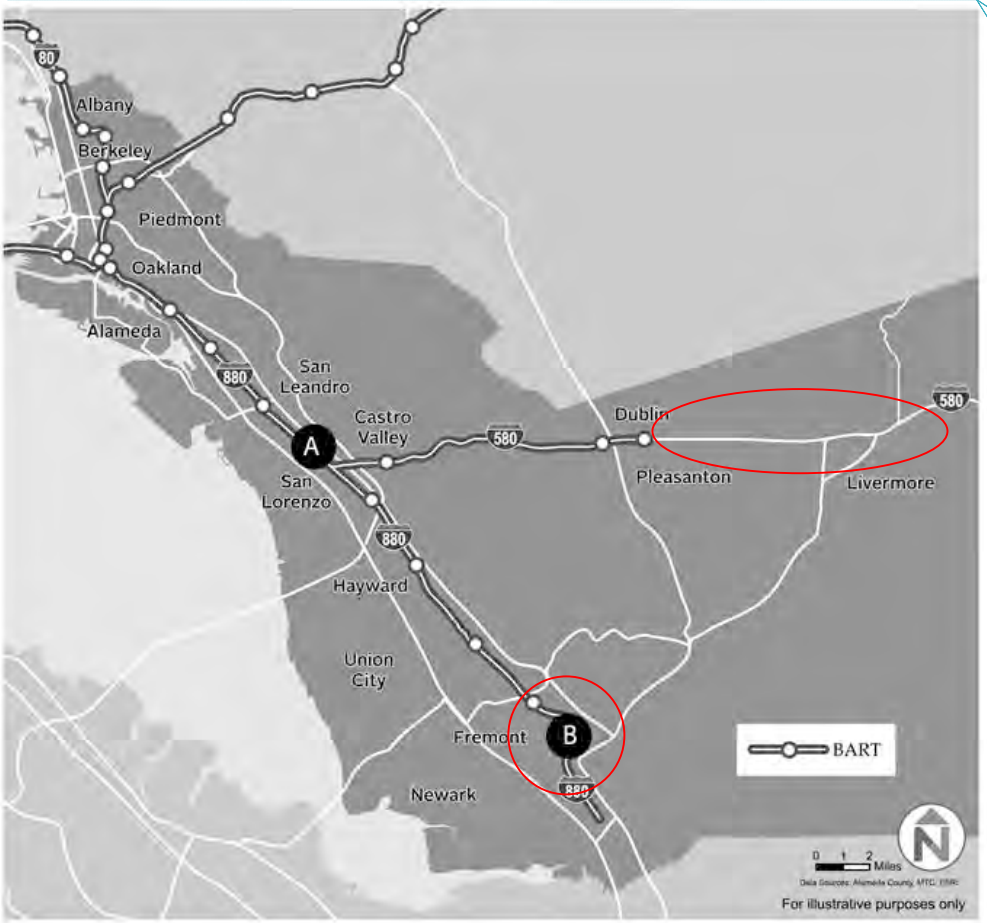
- **The Bay Fair Connector/BART METRO project will receive $100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive $90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.

- **The Irvington BART Station will receive $120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

ACTC_AR1515

BART INVESTMENTS



A Bay Fair Connector / BART METRO

B Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities

Commented [ACTC1]: Bottom circle: The new "B" is Irvington BART Station, and below that removal of "C"

Commented [ACTC2]: Top circle: Removal of the original "B – BART Extension to Livermore (within the I-580 corridor)"

Commented [ACTC3]: Middle circle: Change the original "C – Irvington BART Station" to a new "B"

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS ($~~355~~ 755 M)

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Corridor Area Transportation Improvements ($120 M)

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

Union City Intermodal Station ($75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.



Capitol Corridor Service Expansion ($40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

Railroad Corridor Right of Way Preservation and Track Improvements ($110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

Oakland Broadway Corridor Transit ($10 M)

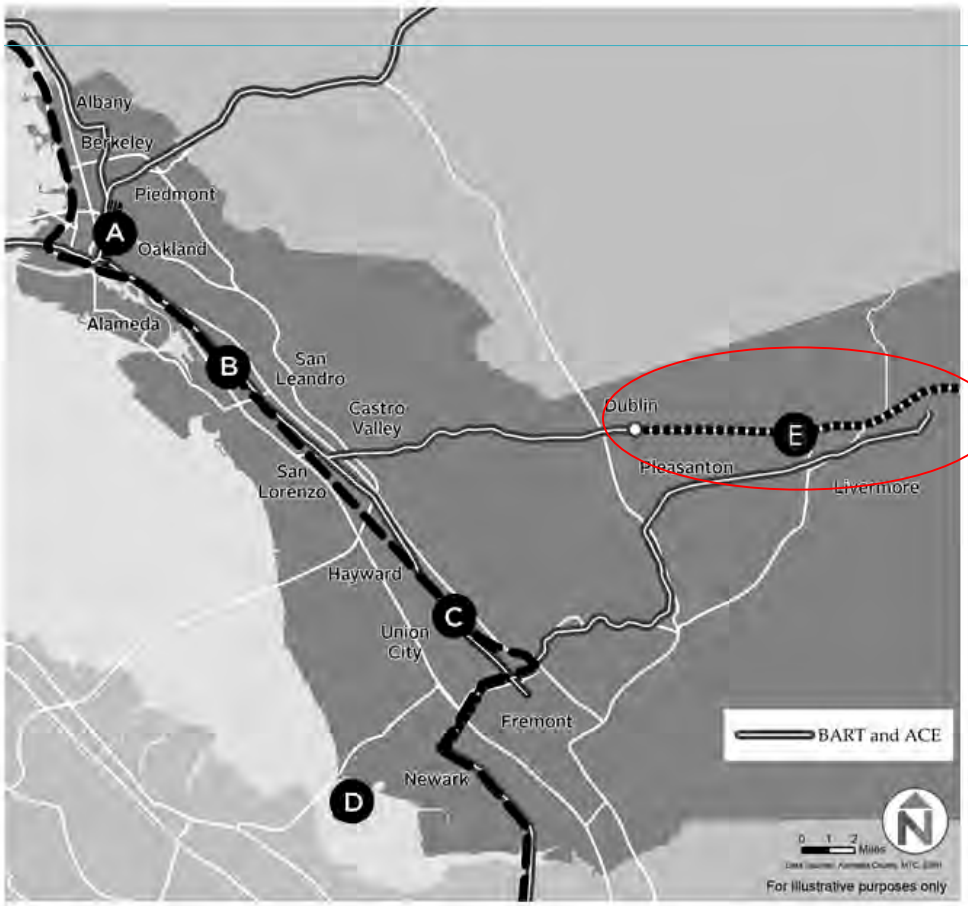
This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

Valley Link Rail in Alameda County ($400 M)

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

ACTC_AR1517

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



A Broadway Corridor Transit

B Capitol Corridor Service Expansion

C Union City Intermodal Station

D Dumbarton Corridor Area Transportation Improvements

E Valley Link Rail

Not Shown:
- Railroad Corridor Right of Way Preservation and Track Improvements

Commented [ACTC4]: **Both circles:** Addition of "E – Valley Link Rail" on the map and in the legend

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Valley Link

Connecting People, Housing, and Jobs

Fact Sheet

Project Overview

Connecting San Joaquin Valley to the Bay Area. Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

A Seamless Connection to BART. The first phase of service will provide a seamless and timed connection to BART, with service from North Lathrop to the Dublin/ Pleasanton BART station.

Frequent and Reliable Service. Trains will run throughout the day in both directions with the goal of matching BART frequency and hours of operation.

Initial Service Characteristics

	PEAK	OFF-PEAK
Between Dublin/ Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)



As of APRIL 2020

Tri-Valley • San Joaquin Valley REGIONAL RAIL AUTHORITY



By the Numbers

- **9,3500 Bay Area workers** - commuting from San Joaquin Valley today
- **42 Miles** - using existing transportation corridors
- **7 Stations** – Dublin/Pleasanton, Isabel, Mountain House, Tracy, River Islands, North Lathrop
- **78 Minutes** - current average commute each way
- **28 days** – total commute time per year for average commuter
- **75% increase** - commute traffic on I-580 by 2040
- **58% increase** – truck traffic on I-580 by 2040
- **25 daily round-trips** - by Valley Link trains each day in 2040
- **28,000 riders** – estimated in 2040 for Valley Link per day
- **99.4 Million** – reduction in Vehicle Miles Traveled (VMT) per year in 2040
- **33,000 metric tons** – reduction in greenhouse gas emissions (GHG) per year
- **0 Emissions** – battery-electric and hydrogen vehicle technologies under development
- **$2.4 Billion** - cost of Valley Link Phase 1 from Dublin/ Pleasanton BART to North Lathrop, in year of expenditure
- **$628 million** - identified as available for the project:
  - **$400 million** - Measure BB funds
  - **$188 million** - Bridge Toll funds
  - **$40 million - impact fees from the City of Livermore**
- **2027 – target date for Valley Link revenue service**

Project Benefits

Valley Link aims to be a model of sustainability in the design, construction and operation of the system. It is vital to our state's economy, environment and the quality of life in our communities:

- Serves communities and households in the Northern San Joaquin Valley with some of our state's highest poverty rates;
- Promotes equity by maximizing benefits to disadvantaged communities
- Links the Northern California Megaregion's workforce to affordable housing;
- Readily connects our state's future high-speed rail system to BART;
- Provides direct and seamless service to major employment centers in all parts of the Bay Area;
- Provides opportunities for compact transit-oriented development; and
- Will have a significant impact on the reduction of VMT and greenhouse gas emissions.
- Operates on renewable energy

Sources:
Bay Area Economic Institute Valley Link Project Feasibility Report (October 2019)
San Joaquin County Council of Governments

For more information about Valley Link, visit **www.valleylinkrail.com**

Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

Andreas Cluver
Secretary-Treasurer

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Brick & Tile Layers, #3
Carpenters, #713
Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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Bay Area Transportation Working Group (BATWG)

May 11, 2020

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation Committee

Alameda County Transportation Commission (ACTC)

1111 Broadway, Suite 800 Oakland, CA 94607

Dear Commissioner Ortez:

It has come to our attention that the ACTC is thinking of reallocating the Measure BB funds set aside for the Livermore BART connection to "Valley Link". We urge you to desist.

For one thing such an action would make a mockery of what the Alameda County voters voted for in 2016. For another it would deny the people of Livermore the one good way of getting from their city to the East Dublin BART Station.

At the time the BART Board was considering whether or not to put the Measure BB $400 million toward a proposed $3.2 billion BART extension to Greenville Road, BATWG conducted an extensive investigation of the bus alternative. It was our conclusion that in terms of improving the access of the people of Livermore to BART, well-appointed buses (patterned after the privately-operated hi-tech buses) operating in bus-only lanes would be a far cheaper and better option. At the time we envisioned three separate lines originating in separate parts of Livermore all traveling out-of-traffic, at least during commute hours, to the Station.

Sincerely,

Gerald Cauthen
Co-Founder and President,
Bay Area Transportation Working Group
510 208 5441
www.batwgblog.com

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From:	Angie Ayers
To:	Angie Ayers
Cc:	Tess Lengyel; Vanessa Lee
Subject:	FW: Bike East Bay comments on Valley Link
Date:	Monday, May 11, 2020 12:23:17 PM

Hello Commissioners,

Please see the below public comment for item 5.1.

Regards,
Angie

Angie Ayers, Associate Administrative Analyst
Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607
Phone: 510.208.7450 direct dial | 510.208.7400 main line
Email: aayers@alamedactc.org Website: www.alamedactc.org
Facebook: www.facebook.com/alamedactc Twitter: @alamedactc

From: Vanessa Lee
Sent: Monday, May 11, 2020 12:20 PM
To: Dave(dave@bikeeastbay.org) Campbell <dave@bikeeastbay.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>; Angie Ayers <aayers@alamedactc.org>
Subject: RE: Bike East Bay comments on Valley Link

Received. Thank you.

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Dave Campbell <dave@bikeeastbay.org>
Sent: Monday, May 11, 2020 12:19 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Bike East Bay comments on Valley Link

Commission

We support transit, and possibly this project too, but have questions and concerns around:

1. The lack of public outreach in Livermore to generate support for this project. Measure BB in Livermore did not get a ton of support and BART was controversial. RM3 get even less support in Livermore. We don't want this project to be controversial like the BART project was. The Isabel Neighborhood Plan was controversial too because of BART. Where are the residents of Livermore on this project?;
2. Hour headways off -peak is poor public transit, and is in fact commuter rail. This corridor needs good transit. What can be done to convert this project from commuter rail to good transit?
3. Can we hear more about the financial crisis and how this project is affected? It's concerning to hear a presentation that does not acknowledge the current financial crisis.

Thank you for more clarifying information.

--
Dave Campbell
Advocacy Director
Bike East Bay
****
Office: 466 Water Street at Jack London Square in Oakland
Mail: PO Box 1736, Oakland, CA 94604
Cell: (510) 701-5971
BikeEastBay.org

Learn how COVID-19 is impacting Bike East Bay events and activities.

From:	Vanessa Lee
To:	Angie Ayers
Subject:	FW: Public Comment for item 5.1 at ACTC"s PPLC meeting on Monday 5/11
Date:	Monday, May 11, 2020 11:26:37 AM
Attachments:	hyperlinked_PPLC_Agenda_20200511.pdf

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, May 7, 2020 1:42 PM
To: Vanessa Lee <VLee@alamedactc.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>
Subject: Public Comment for item 5.1 at ACTC's PPLC meeting on Monday 5/11

Hi Vanessa-

I hope you are staying healthy and safe. Considering that I cannot attend next Monday's PPLC meeting in person due to the SIP, please make sure my comments are read into the record for Public Comment as part of agenda item 5.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti
(925) 858-5303

Dear Chair Ortiz and Honorable Commissioners:

On behalf of the Innovation Tri-Valley Leadership Group, I respectfully request for the PPLC to support the Staff recommendation to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. Our Committee worked to ensure that the Expenditure Plan included the fulfillment of plans dating back to the 1960's which envisioned a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. This vision was part of the plan approved by the voters of Alameda County. Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it.

Four years later in May of 2018, the BART Board certified the BART to Livermore EIR but transferred the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley to the Tri-Valley - San Joaquin Valley Rail Authority. The Authority has since completed a Feasibility Report for Valley Link, a project proven to be cost effective and efficient, estimated to carry between 26,000 and 28,000 riders a day in the highly congested I-580 corridor.

With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority that will benefit the environment, the economy and the quality of life of residents and

Bay Area workers. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete the project. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision of Measure BB for rail connectivity in the Tri-Valley, and I urge the Committee to approve the item.

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group
925.858.5303
tsbranti@innovationtrivalley.orgwww.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

May 8, 2020

Elsa Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: PPLC Agenda Item 5.1 – Tri-Valley-San Joaquin Valley Regional Rail Authority Request for 2014 Measure BB Transportation Expenditure Plan Amendment – **SUPPORT**

Dear Chair Ortiz:

I am writing on behalf of the Livermore Valley Chamber of Commerce (LVCC), a business membership organization with nearly 500 members from a cross-section of private/public and non-profit industry sectors that employ nearly 20,000 workers. Ensuring that public dollars are wisely spent and that taxpayers receive a good return on their investment, while responsibly planning, funding, and maintaining and operating our transportation system is a key policy priority for LVCC.

LVCC supports the above referenced item, advancing the efforts to close the gap in the I-580 corridor for an urgently needed and long-awaited, effective rail connection between Livermore and the Dublin/Pleasanton East BART station. I reiterate the support formerly expressed by LVCC over many years for planning and funding support for such a project. LVCC appreciates the wisdom of the leaders of the Alameda County Transportation Commission in designating significant funding in Measure BB (which was supported by LVCC) to provide for a future rail connection in this corridor. In light of events that have transpired since the approval of BB, your prudent actions necessary to amend the expenditure plan to accommodate the request by the Tri-Valley-San Joaquin Valley Regional Rail Authority is welcomed and appreciated. LVCC recognizes and strongly supports the efforts of the TVSJRRA to effectively deliver a rail connection project in this corridor within the next few years.

We look forward to moving forward with this initiative and this project, and stand ready to support you in this action.

Respectfully,
Dawn P. Argula
Dawn P. Argula
CEO/President

C: Scott Haggerty, First District Supervisor, Alameda County BOS
Tess Lengyel, Executive Director, Alameda County Transportation Commission
Michael Tree, Executive Director, Valley Link
John Marchand, Mayor, City of Livermore

Livermore Valley Chamber of Commerce
2157 First Street Livermore CA 94550
925.447.1606
www.livermorechamber.org

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SIERRA CLUB
SAN FRANCISCO BAY

Serving Alameda, Contra Costa, Marin and San Francisco counties

May 11, 2020

Via email to: vlee@alamedactc.org

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation (PP&L) Committee
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: PP&L Agenda item #5.1 – Approve Tri-Valley- San Joaquin Valley Regional Rail Authority (TVSJVRRA, aka Valley Link) Request for a 2014 Measure BB Transportation Plan Expenditure (TEP) Amendment

Dear Chair Ortiz and Members of the PP&L Committee:

On behalf of our more than 13,500 members in Alameda County, the Sierra Club writes to respectfully express great concern about Item #5.1 on your Agenda for Monday May 11, 2020. We believe that there are far too many issues and questions that should be addressed before the recommended actions move forward.

We recognize that the proposed actions before your Committee are just the beginning of a process to reprogram the sales tax funds that were approved by voters for "BART to Livermore." But as set forth in the staff memo, the proposed actions, and their timing, would establish dangerous precedents for lack of planning and financial responsibility. There is simply no need to rush into the proposed actions, particularly in the context of the current health and financial crises being faced by the State and local communities. Why not first take time for responsible analysis and an opportunity to see if-how-and-when recovery is able to occur, before committing funds that may not materialize for years to come?

Every responsible forecast is anticipating that "the future of work" will be different, post-pandemic, than we have ever been experiencing previously. Why base such a massive investment of public funds on what is already and at best "old data?"

The first Agenda request is that the TVSJVRRA be acknowledged as a new agency in Alameda County that can be an eligible recipient of Measure BB funds. While this

2530 San Pablo Ave., Suite I, Berkeley, CA 94702 Tel. (510) 848-0800 Email: info@sfbaysc.org

should be the least controversial element of the requests, nothing in the staff memo identifies the potential magnitude of impacts on other Measure BB transit recipients. There is no operating budget provided in the Committee materials. Can taxpayers and pre-pandemic passengers be assured that this new system will not become a drain on other, voter-approved transit agencies in the County?

The second and third requests would remove "BART to Livermore" from the TEP and substitute Valley Link with no consideration of possible alternatives – why? The project list for Measure BB was the result of years of input and deliberation by Community and Technical Working Groups. Why not have a full and fair competition for alternative uses of these funds, throughout the full list of "BART, Bus, Senior, and Youth Transit" options identified as the relevant "Type" on page 3 of the TEP (page 24 of the Committee packet), especially with the enormous uncertainties facing projections for both traffic and funding revenues?

Implementing Guideline 22 of the Measure BB TEP is surprisingly omitted from the staff memo, but supports this broadened approach, stating:

> **22. Fund Allocations**: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

Even the language from AB 758 (Eggman/Baker, PUC section 132658) that is quoted in the "superseded" request dated September 11, 2019, recognized that there was no entitlement to the "local funds controlled by the Alameda County Transportation Commission."

It should also be noted that the proposed description and conditions regarding Valley Link delete and/or change significant descriptive and cautionary language (which was carefully negotiated and voter-approved) before funds may actually be "used." The text below sets forth full "before and after" language in a single view for the information of Commissioners and the public:

> ~~BART to Livermore ($400 M)~~
> Valley Link rail in Alameda County ($400 M)
>
> This project funds the first phase of a ~~BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ Valley Link rail extension from the existing Dublin/ Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.

> Funds are for construction for any element of this first phase project and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an ~~detailed~~ alternative assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Why are voter and environmental protections proposed to be removed for this new project? Do Commissioners really think this is wise and appropriate? Why not, at a minimum, wait until the requisite Environmental Review is both released in draft form and then completed? – This critical document is already a year behind the previous schedule.

Where is the San Joaquin County commitment to support their own residents who are likely to be the primary beneficiaries of this project? The proposed resolution merely states that:

> SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from ***future*** measures and state funds. **(emphasis added)**

Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and operations for this multi-county project. “Leveraging” of other funds should, at a minimum, be based on full and fair participation from designated “partners.”

Several places in the proposed “amendments” describe Valley link as “Commuter Rail," despite the fact that it is proposed to operate throughout the day. Subsection 49 CFR 37.3 in relevant part defines “commuter rail” as

> *Commuter rail transportation* means short-haul rail passenger service operating in metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fare, multiple ride, and commutation tickets and by morning and evening peak period operations. This term does not include light or rapid rail transportation.

Is this an attempt to obviate or avoid an obligation for ADA complementary paratransit service for passengers, or attempted passengers, who may have difficulty using the train service?

We must also ask if ACTC or Valley Link have informed MTC and ABAG that the proposed project will facilitate inter-regional commuting, contrary to the intent of SB 375 and the Bay Area's Sustainable Communities Strategy.

This message sets forth only some of the most obvious concerns about the proposed Measure BB actions. There are certain to be more, but disclosure by ACTC and Valley Link should not be delayed until the end of the requisite "public comment" period. The Sierra Club respectfully requests, and urges at a minimum, that the questions and issues noted above be addressed before any Commission action to consider Valley Link's requests. To do any less would call into question Commissioners' significant public service obligations to Alameda County voters, taxpayers, and residents. We look forward to working with you and ACTC staff to consider a full range of responsible uses of Measure BB funds. If you have any questions, or desire further information, please do not hesitate to contact Matt Williams at mwillia@mac.com.

Sincerely,

ss/
Matt Williams
Chair, Chapter Transportation and Compact Growth Committee

ss/
Dick Schneider
Chair, Chapter Tri–Valley Group Executive Committee

ss/
Eric Parfrey
Volunteer Leader, Mother Lode Chapter

Cc: Sierra Club California Director Phillips
San Francisco Bay Chapter Executive Committee Chair Bolotina
San Francisco Bay Chapter Director Berbeco

Memorandum 8.1F: Handout

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

DATE:	May 28, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy Vanessa Lee, Clerk of the Commission
SUBJECT:	Additional Public Comment Submissions regarding the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP)

Please find all written public comments received for the May 28, 2020 Commission meeting Item 8.1: Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan that were submitted after the Commission packet was distributed and were received by the 5 p.m. deadline notice on the agenda. These comments are in addition to those already distributed at Attachment E to item 8.1 in the Commission meeting materials. (*listed in alphabetical order):*

- Alameda County Taxpayers Association
- BART (1)
- BART (2)
- Bay Area Council
- Bay Area Transportation Working Group
- Building & Construction Trade Council of Alameda County
- Chabot-Las Positas Community College
- City of Dublin
- City of Livermore
- City of Pleasanton
- Innovation Tri-Valley Leadership Group
- Laborers' Local 304
- Livermore Amador Valley Transit Authority
- Pleasanton Chamber of Commerce
- Train Riders Association of California

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From: Marcus Crawley
To: Vanessa Lee
Subject: Tri Valley $400 million
Date: Saturday, May 23, 2020 7:59:43 AM

Pauline Cutter, Chair, and ACTC Commissioners May 22, 2020
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)

Dear Chair Cutter:

The Alameda County Taxpayers Association (ACTA), a 501(c)(4) organization, represents the taxpayers of this County in advocating legal and productive expenditures of taxpayer funds. As such, ACTA is a statutory appointer of a member of the ACTC Independent Watchdog Committee.

Alameda County Taxpayers Association [ACTA] is troubled by plan to transfer $400 million BART funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority. The Alameda County voters approved the Special Tax of Measure BB and to be dedicated for Alameda County transportation projects such as the BART to Livermore extension. The foremost consideration of ACTC must be the will of the voters. ACTC must narrowly construe the intention of the voters regarding the 'specific purposes' of the Measure BB special sales tax. The voters did not contemplate that the Measure BB taxes would single-handedly fund multi-county projects in the absence of funds contributions from other counties. When the Tri-Valley Authority has produced its share of the project funding, the ACTC can plan how to spend Tri-Valley Authority funds. ACTA will vigorously oppose any plan to divert these funds away from a voter-approved project.

For the present ACTC must demonstrate that it can plan a viable project by solving the BART to Livermore extension. This Committee must demonstrate leadership and build consensus on existing Alameda County projects, not leap ahead to the next glorious project that has not even been planned. As a first step in leadership, the committee should use its power to make the promised annual audits of Measure BB expenditures a reality.

We call on ACTC to table this action until such time as a proper study be made of this project and the logical alternatives, including a long-haul commuter express bus network for both Eastern Alameda County along the I-580 Corridor and over the hills from the Central Valley. We certainly have no objection to working jointly with Central Valley governments and other interest groups on a project of mutual benefit. However, we do not understand why ACTC is proposing that the Alameda County taxpayers be the first to transfer funds approved by the voters to benefit primarily Alameda County residents to a project that would instead primarily benefit residents of other counties – particularly since there is no commitment from those counties, or even an idea of when such a commitment might be made.

The $400 million was originally approved by the voters as part of Measure BB in 2014 for a BART extension to Livermore. The BART Board elected not to pursue this, so we agree it is proper to study other transportation improvements in this corridor – but, we believe that the first priority should be for what the voters intended, benefits for the residents and travelers along the I-580 corridor in the Eastern Tri-Valley area.

We do not object to the study of rail alternatives in this corridor and into the Central Valley, either BART or commuter/inter-city rail. But, in our role as a taxpayer advocate, we believe that it would be improper to advocate for rail unless and until a proper, unbiased study fairly considers other options, including a bus system on dedicated lanes, that could require far less taxpayer dollars and could be completed much faster. If the study shows that Valley Rail is the best option and is fair to the taxpayers and the traveling public, and is feasible, then ACTC should consider this $400 million reallocation at that time.

We do not understand the necessity nor the benefit of making this decision so early in the planning process.

I will be commenting on this matter at the Commission meeting.

Thank you for your consideration of the position of the Alameda County Taxpayers Association on this important matter before the Commission.

Respectfully submitted,

Marcus Crawley -President of

ACTA

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As BART Director (District 5) and representative for my constituents and taxpayers in the Tri-Valley area, I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades. The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

I urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

John McPartland
BART Director, District 5

www.bart.gov

Cc: BART Directors and Board Appointed Officers
Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
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2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
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Rebecca Saltzman
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John McPartland
5TH DISTRICT

Elizabeth Ames
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7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

Via Email

Mayor Pauline Cutter, Chair
c/o Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 95607
vlee@alamedactc.org

RE: Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request

Chair Cutter:

Thank you for the opportunity to comment on the above referenced item. On behalf of the San Francisco Bay Area Rapid Transit District (BART), I would like to express support for beginning a 45-day comment period on the proposed amendment to the 2014 Measure BB funded TEP, as described in the staff memorandum.

In May 2018, the BART Board of Directors certified the Final Project EIR for the BART to Livermore extension, and directed staff not to advance a specific project in the Tri-Valley. Pursuant to AB 758 (Baker), the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) at that point assumed responsibility to advance a rail project in the corridor. Since then, BART staff have been engaged with the TVSJVRRA throughout project feasibility and initial design and environmental assessments of the proposed Valley Link Rail project, and this coordination continues.

Because of this, BART supports the action to begin the public comment period for the amendment to the TEP naming the TVSJVRRA as an eligible recipient of Measure BB funds and specifically naming the Valley Link project in place of BART to Livermore. It is important to hear from Alameda County residents and other stakeholders. The District anticipates submitting a more detailed set of comments during the official 45-day comment period that this action will kick-off.

Please do not hesitate to contact me or my staff with any additional questions.

Sincerely,

Robert M. Powers
General Manager

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BAYAREA COUNCIL
Shape the Future

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Jim Wunderman

Jim Wunderman
President & CEO
Bay Area Council

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

Bay Area Transportation Working Group

May 23, 2020

Pauline Cutter, Chair, and ACTC Commissioners

Alameda County Transportation Commission

1111 Broadway, Suite 800

Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda Item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)"

Dear Chair Cutter:

The Bay Area Transportation Working Group (BATWG) is an Oakland-based 501(c)(3) composed of senior transportation experts and advocates with centuries of collective experience in California, Bay Area, and Alameda County transportation issues and projects.

At BATWG's May 21, 2020 meeting there was a discussion of the proposed diversion of Alameda County Measure BB funds to Valley Rail. After the discussion the vote was unanimous; we believe this action would be inappropriate and unwise.

What Valley Rail needs most right now is a full, proper, and unbiased study of its feasibility – including projected ridership, cost-effectiveness and identified sources of funding, all in comparison with the other transportation options for the corridor and all taking the changes brought on by COVID into full account.

In 2017, when the question how to use this $400 million was before the BART Board, the BART staff recommended a significantly upgraded bus option on grounds that it would better serve the transportation needs of Pleasanton and Livermore than an expensive 10-mile extension of BART to Livermore's Greenville Road would. BATWG strongly supported the staff's recommendation and subsequently submitted a list of proposed bus system enhancements.

The original BART Extension project approved by the Alameda County voters was intended to benefit the people of Alameda County, including the residents of

Pleasanton and Livermore Area and those traveling to those cities from more westerly Alameda County locations. Obviously, this was a project that the Alameda County taxpayers were willing to support because the vast majority of the benefits would accrue to Alameda County residents and taxpayers. Valley Rail, which includes five stations in the Central Valley and only three in Alameda County, is intended to primarily benefit non-Alameda County residents.

There is no reason or justification for diverting $400 million in BB funds to Valley Rail at this time.

The Bay Area Transportation Working Group looks forward to working with the ACTC in working to improve transportation in the I-580 Corridor.

Respectfully submitted,

Gerald Cauthen PE

President and Co-founder

Bay Area Transportation Working Group (BATWG)

510 208 5441

www.batwgblog.com

Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

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Carpenters, #2236
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Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

May 26, 2020

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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CHABOT
LAS POSITAS
COMMUNITY
COLLEGE
DISTRICT

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The CLPCCD and, especially Las Positas College, as evidenced by our MOU with LAVTA, recognize the value of public transportation in meeting sustainability goals and facilitating travel to and from the college. Specifically, the largest benefactor of these two projects will be Las Positas College, and the community we serve which encompasses over 9,200 students and 500 employees. Our research shows that our public transportation usage average is 10,000 individual rides per month and nearly 500 students take the bus each business day. Of our total student population, 20% take classes at both campuses. A rail extension to Livermore would support and facilitate the needs of student populations from both the Tri-Valley and 880/580 corridors. We know there is still a great need for additional public transportation options for all of our students and employees.

CLPCCD provides educational opportunities and support for completing of students' transfer, associate degree, basic skills, career technical education, and retraining goals. We serve, annually, approximately 29,000 students. Our employees and students use public transportation to get to and from their homes to our places of work.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Ronald P. Gerhard
Chancellor

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

CHABOT-LAS POSITAS COMMUNITY COLLEGE DISTRICT BOARD OF TRUSTEES

Edralin J. "Ed" Maduli, President
Genevieve Randolph, Secretary
Hal G. Gin, Ed.D.
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Tim Sbranti

Ronald P. Gerhard, Chancellor

OFFICE OF THE CHANCELLOR

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DUBLIN
CALIFORNIA
THE NEW
AMERICAN
BACKYARD

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Linda Smith
E33836CEEC044E0...

Linda Smith
City Manager, City of Dublin

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
925.833.6640
Fire Prevention
925.833.6606
Human Resources
925.833.6605
Parks & Community Services
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Police
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Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

LIVERMORE
CALIFORNIA

May 28, 2020

The Honorable Pauline Russo Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Agenda Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. Position of support.

Dear Chair Cutter:

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire County by reducing traffic over the Altamont Pass and through the congested I-580 and I-680 corridors. An estimated 93,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses, teachers, and people employed in manufacturing in the Tri-Valley and throughout Alameda County. Many of these Bay Area workers have been priced out of the communities they serve by rising housing costs and are suffering through an average 78-minute commute each way.

The environmental benefits of Valley Link are significant. Valley Link offers a rail alternative for those commuting by automobile. An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles

Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year.

Valley Link supports construction of badly needed affordable housing. Through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The Isabel Neighborhood Specific Plan, developed around the Valley Link station at Isabel Avenue, includes 4,095 new multifamily housing units with a mandatory 20% minimum affordable requirement with an overall goal for 25% affordable units in the Plan area.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will help ensure that this vital project can move forward to benefit the entire County and that commitments to the Tri-Valley are finally met.

Sincerely,

John Marchand

John Marchand
Mayor

cc: Supervisor Scott Haggerty
Tess Lengyel, ACTC Executive Director

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THE CITY OF
PLEASANTON

May 26, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that all of our Tri-Valley residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

P. O. Box 520, Pleasanton, CA 94566-0802 **123 Main Street**

City Manager
(925) 931-5002
Fax: 931-5482

City Attorney
(925) 931-5015
Fax: 931-5482

Economic Development
200 Old Bernal Avenue
(925) 931-5038
Fax: 931-5476

City Clerk
(925) 931-5027
Fax: 931-5492

DocuSign Envelope ID: 204908FC-3263-4FFD-9E9A-326AE97BA60A

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Nelson Fialho
9B5F9FFD0C8544D...

Nelson Fialho
City Manager

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Pleasanton City Council

From:	Tim Sbranti
To:	Vanessa Lee
Subject:	Public Comment for Item 8.1 at ACTC meeting on Thursday 5/28
Date:	Tuesday, May 26, 2020 11:26:55 PM

Hi Vanessa-

I hope you are doing well. Please make sure my comments are read into the record for Public Comment as part of agenda item 8.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti

Dear Chair Russo Cutter and Honorable Commissioners:

On behalf of the business and civic leaders who comprise the Innovation Tri-Valley Leadership Group, please support the Staff recommendation and the unanimous decision from PPLC to amend the Measure BB Transportation Expenditure Plan and replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. As Commissioner Haggerty pointed out at the PPLC meeting, a deliberate decision was made to ensure that priorities of leaders in each of ACTC's 4 planning areas were included in the measure. The priority in 2014 remains the same as it was 50 years as it is today.....establishing a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision approved by the voters of Alameda County for rail connectivity in the Tri-Valley.

Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it. Considering that the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley was transferred in 2018 from BART to the Tri-Valley - San Joaquin Valley Rail Authority, now is the time to transfer the funds as well for rail in the Tri-Valley. In recent months, the Authority has completed a Feasibility Report for Valley Link, a project proven to be cost-effective and efficient, estimated to carry between 26,000 and 28,000 riders a day to relieve gridlock in the highly congested I-580 corridor. With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority and the time to act is now.

Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with state, federal and private funding to complete the much-needed project, and we hope that you will

fulfill the original vision and meet present and future needs of the County by approving the item.

--

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group

www.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

From:	Rafael Gonzalez
To:	Vanessa Lee
Subject:	Valley Link
Date:	Tuesday, May 26, 2020 10:10:41 AM

Good morning. I am writing to you in support of the Valley Link project and the proposed funding of that project. As a representative of thousands of workers who commute from the Central Valley into the Bay Area, and as someone who does that same commute, I can attest to the importance of the Valley Link Rail System. I moved to Tracy, about 20 years ago and I have seen firsthand the increase in commuter traffic. All the experts agree that this will only continue to increase as time goes on. This will result in more time on the road, which increases the carbon footprint of each individual commuter. Valley Link provides a safe alternative from the Central Valley to the Bay Area, reducing the amount of vehicles on the road, which in turn results in lower commute times, carbon emissions, and stress levels!

Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.

The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.

For these reasons and other, I humbly ask that you consider having the Tri-Valley – San Joaquin Valley Regional Rail Authority recognized as an agency eligible for Measure BB funds (agency hadn't been created when Measure BB was approved). We are also seeking to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project. This will put $400 million in Measure BB funds into the control of the Valley Link Board.

I thank you for your consideration.

Rafael Gonzalez
President/ Field Representative
Laborers' Local 304
(510)581-9600 (office)
(510)432-2827 (mobile)

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Livermore Amador Valley
TRANSIT AUTHORITY

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

David G. Hudson

Cc: Alameda County Transportation Commission members
Tess Lengye!, ACTC Executive Director

1362 Rutan Ct., Ste. 100 | Livermore, CA 94551
O. (925) 455-7555 | F. (925) 443-1375
wheelsbus.com

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PLEASANTON CHAMBER of COMMERCE

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I am writing to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to eventually advance rail connectivity to the San Joaquin Valley. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are finally met.

Sincerely,

Steve Van Dorn
President & CEO

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

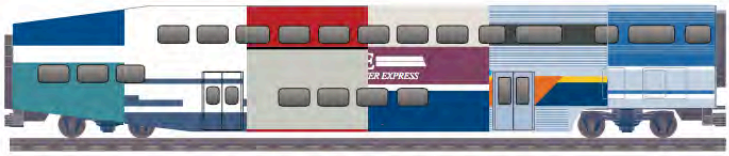
www.pleasanton.org
777 Peters Avenue • Pleasanton, CA 94566 • Phone: (925) 846-5858 • Fax: (925) 846-9697

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TRAC
Train Riders Association of California

1025 Ninth Street Suite 223
Sacramento CA 95814-3516

(916) 557-1667
www.calrailnews.org
president@calrailnews.org



Officers

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Contra Contra County

May 26, 2020
Submitted to:
contact@
alamedactc.org

Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Agenda Item # 8.1, May 28 Meeting
Measure BB Exp. Plan Amendment

Dear Chair Cutter:

The Train Riders Association of California ("TRAC") is a statewide rail advocacy organization that has worked since 1984 to improve passenger rail service in California. TRAC has been involved in passenger rail planning for the Altamont Corridor for at least two decades. We have made presentations to the Valley Link Board and participated in their public meetings.

We write today to urge your Board to defer action on amending the Expenditure Plan for Measure BB until you receive an environmental impact report for Valley Link, which is nearing completion. The Administrative Draft was under review last October, and the Draft EIR is now scheduled for public review in September 2020. TRAC suggests the following reasons for deferral of this agenda item:

1. Without a certified EIR, there is no evidence to support the claim that the proposed Valley Link project will provide meaningful benefits to Alameda County taxpayers. The Commission has a special duty to taxpayers to make an affirmative finding of benefit, under Section 14 of the Expenditure Plan Guidelines:

> **No Expenditures Outside of Alameda County**: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. (emphasis added.)

2. From its inception, this project raised serious questions as to whether BART would be able to handle the additional passengers that Valley Link would transport from the Central Valley. The EIR

should resolve that question. If Valley Link were projected to make overcrowding on BART even worse, that would have serious implications as to whether the project could reasonably be judged as benefitting Alameda County residents.

3. An EIR would determine whether Valley Link would result in the construction of any infrastructure or station that would be inconsistent with the land use-constraining provisions of Alameda County year 2000 Measure D. On a related topic, an EIR will provide information on the Valley Link project's compliance with the County's Gateway Policy.

4. As the largest single capital project in Measure BB, BART to Livermore was the marquee project. Because of that special status, it demands special treatment above and beyond the 2/3 majority required for an amendment. This is not some minor project. Amending the Plan to include this project changes the entire profile of the measure, because the voters never gave their support to the Valley Link project. There is no evidence that the voters of the Tri-Valley, which did not support Measure BB, would support Valley Link.

5. Because Measure BB resulted in financial trade-offs between the Tri-Valley and the North County cities through a reweighting of the basic allocation formula for local streets and roads, the entire Expenditure Plan would need to be reopened to assure fairness for all jurisdictions.

6. Other alternative projects, including several that TRAC has advocated for, would potentially be far more cost-effective in providing the service that Valley Link seeks to offer. In particular, the $1+ billion dollar cost of the I-580 relocation is merely a utility relocation, offering no transportation benefit to taxpayers.

Thank you for considering these comments.

Sincerely yours,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President, TRAC

ALAMEDA County Transportation Commission

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

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City of San Leandro

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City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

May 28, 2020

Mayor David Haubert
City of Dublin
100 Civic Plaza
Dublin, CA 94568

Via Email: david.haubert@dublin.ca.gov

Re: Alameda County Transportation Commission 2014 Measure BB Transportation Expenditure Plan Amendment Comment Period

Dear Mayor Haubert,

In November 2014, voters in Alameda County approved Measure BB, authorizing an extension of the existing transportation sales tax (Measure B), administered by the Alameda County Transportation Commission (Alameda CTC). The 2014 Transportation Expenditure Plan (2014 TEP) guides the investments of Measure BB revenues toward capital projects and programs that improve the countywide transportation system.

On May 28, 2020, the Alameda CTC Commission voted to initiate a comment period for comments by jurisdictions in Alameda County on a proposed amendment to the 2014 TEP to replace the BART to Livermore project with the "Valley Link" project. The 2014 TEP Implementing Guidelines specify that all jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

Proposed Amendment

In September 2019, the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) requested that Alameda CTC amend the 2014 TEP to replace the BART to Livermore project that is in the 2014 TEP with the Valley Link rail project, and transfer the associated $400 million that was identified for BART to Livermore to the Valley Link project. The TVSJVRRA was created in 2017 by the State Legislature (Assembly Bill 758) for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County. In 2017, BART released the Draft Environmental Impact Report for the BART to Livermore project, which had been under consideration for many years. In May 2018, the BART Board voted to certify the Final EIR and also passed a motion directing the BART General Manager to not advance an alternative, effectively

passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The amendment that has been requested to be made to the 2014 TEP includes the following key elements:

1. Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds.

2. Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.

3. Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.

4. Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above.

A detailed description of the proposed amendment and background can be found in the attached Alameda CTC Commission staff report.

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP) that is proposed to be removed:

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies

and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP, as detailed in the attached Alameda CTC Commission staff report.

Comment Period

On May 28, 2020 the Alameda CTC Commission voted to initiate the comment period. The 45-day comment period closes on July 13, 2020. Given the current shelter in place in effect in Alameda County, comments can be submitted electronically to: tepamendment@alamedactc.org, or by mail to the ACTC office.

Email: tepamendment@alamedactc.org, or

Address: 1111 Broadway, 8th Floor
Oakland, CA 94607

After the 45-day comment period, Alameda CTC staff will review and analyze the comments received and present the proposed amendment and comments to the Alameda CTC Planning, Policy and Legislation Committee for consideration and recommendation to the full Commission for action. To modify and amend the TEP, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners.

If you have any questions regarding this item, please contact me at tlengyel@alamedactc.org or 510.208.7402.

Sincerely,



Tess Lengyel
Executive Director

Attachment: May 28, 2020 Alameda CTC Commission Staff Report

cc: Linda Smith, City Manager
City of Dublin
linda.smith@dublin.ca.gov

ACTC_AR1570

ALAMEDA County Transportation Commission

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

Memorandum

8.1

DATE:	May 21, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Recommendation

It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request (Attachment A) for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and 4) make associated technical amendments. Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. This is an action item and requires 2/3 approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Summary

The 2014 Measure BB TEP included $400 million for BART to Livermore. Since that time, a significant number of developments have occurred on the project and in the project area, as detailed in the Project Background section of this memo. The TVSJVRRA was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

In 2017, BART released the Draft Environmental Impact Report for BART to Livermore. In May 2018 the BART Board voted to certify the Final EIR. The Board also passed a motion directing the General Manager to not advance an alternative, effectively passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The TVSJRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the $400 million from the BART to Livermore TEP project to Valley Link. The TEP amendment process, as detailed later in this memo, requires a 45-day comment period by jurisdictions in Alameda County. This recommended action would authorize the initiation of the 45-day comment period. Staff will then return to PPLC and the Commission after the completion of the comment period for final action on the proposed TEP amendment. Once a final amendment is recommended to the Commission after the comment period, a 2/3 vote by the Commission is needed per the TEP Implementing Guidelines.

The proposed amendment includes the following elements, which are documented in Attachments B and C:

1) Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds (Attachment B, Plan Amendment Resolution).
2) Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.
3) Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.
4) Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above (as shown in Attachment C, TEP Redline Markups).

Project Background

A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years, there have been efforts by many residents, local elected officials, and other stakeholders to extend the BART alignment to Livermore, including planning, funding and project development efforts.

Regional and State Rail Planning

In 2007, the San Francisco Bay Area Regional Rail Plan developed by the Metropolitan Transportation Commission (MTC) identified the BART to Livermore extension as an important inter-regional rail connection. The Regional Rail Plan envisioned that BART should connect to the ACE train service in Livermore in order to provide a reliable and fast transit option for the growing congestion over the Altamont Pass and along the I-580 corridor. The importance of rail service between the Tri-Valley and San Joaquin Valley was reiterated in the 2018 California State Rail Plan, which calls for a Tri-Valley rail hub and increased rail frequencies and connectivity over the Altamont Corridor.

BART to Livermore Project

By the 1980s, the extension of BART further east in the Tri-Valley was already under serious consideration. In the mid-1980s, BART purchased a potential site for a future station near the Isabel Avenue and Interstate 580 interchange and a site in the vicinity of Greenville Road and Interstate 580 for purposes of preserving land for a potential station and yard/maintenance facility. In 1997, the Dublin/Pleasanton line was opened, with a West Dublin station added in 2011.

Numerous local and regional transportation measures have included support for BART to Livermore, starting with the 1986 Alameda County Measure B, which included $170 million for a "Rail extension to Dublin Canyon". The 2000 TEP included funding of $8.7 million for "I-580 Corridor/BART to Livermore Studies". Measure BB included $400 million in the 2014 TEP for "BART to Livermore". The project also received Regional Measure 1 bridge toll funding to advance planning and environmental work. In June 2018, Bay Area voters approved Regional Measure 3, which includes $100 million for "Tri-Valley Transit Access Improvements."

In 2010, after two years of analysis, BART completed a Program Environmental Impact Report (EIR) that evaluated the feasibility of five potential station sites and 10 different alignments for the BART to Livermore extension. In 2012, the BART Board of Directors directed its staff to advance the conceptual engineering and environmental review of a one-station extension to Isabel Avenue (Proposed Project), as well as to coordinate with the City of Livermore on the land use planning around the future station site.

In 2014, Alameda County voters approved Measure BB to fund the 2014 TEP, which includes $400 million in dedicated funding for the BART to Livermore extension. Measure BB commits funds to support construction of the extension of BART in the I-580 corridor using the most effective and efficient technology.

On July 31, 2017, BART released the Draft Project EIR evaluating the Proposed Project and alternatives. In May 2018, BART released the Final Project EIR. The BART Board certified the Final Project EIR on May 24, 2018 and directed staff to not advance a specific project.

As major transportation project planning and analysis was underway, cities also advanced land use planning around future rail service. The City of Livermore prepared the Isabel Neighborhood Plan and program-level EIR for development around a new station. The Livermore City Council adopted the Isabel Neighborhood Plan and certified the EIR for the Plan in May 2018.

ACEforward Program

The San Joaquin Regional Rail Commission (SJRRC) ACEforward program outlined a vision for a phased rail infrastructure and service improvement plan to increase frequency, increase service reliability, and enhance passenger facilities along the existing ACE service corridor from San Jose to Stockton, and to extend ACE service to Modesto and Merced. The (SJRRC) released a Draft EIR in May of 2017 that was later rescinded; however, the technical

documents developed by the SJRRC for the ACEforward Draft EIR were made available to the TVSJVRRA for advancement of the Valley Link Project Feasibility Report and Draft EIR.

Creation of TVSJVRRA

In 2017 Assemblymembers Catharine Baker and Susan Eggman authored AB 758, which created the TVSJVRRA. The TVSJVRRA is led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal established for the TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system that reflects regional consensus and meet the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with a feasibility report.

AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance the project per AB 758. The TVSJVRRA adopted several goals and policies to guide the development of the project.

A key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

TVSJVRRA Adopted Project Goals:

The following goals were adopted by the TVSJVRRA to address identified regional and economic and transportation challenges:

- Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs.
- Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction, and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link Project Development Policies

The TVSJVRRA adopted several policies to guide the development framework of the project, including the following sustainability and transit-oriented development policies:

- Sustainability Policy: Identifies implementing strategies to achieve a zero emissions system. The adopted Sustainability Policy includes a commitment to encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households. It further directs maximizing benefits to these communities and households in the project planning and design of Valley Link. Four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities.
- Transit Oriented Development (TOD) Policy: Support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:
    - Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
    - Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently submitted by the City of Livermore to MTC/ABAG as a new PDA.

Valley Link Project Description

Valley Link is a proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail services between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

Attachment D includes a summary fact sheet and diagram of the proposed project.

The project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021 respectively.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (per a 2014 TEP amendment), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

Other Agency Actions

Given the project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, the San Joaquin Council of Governments (SJCOG), SJRRC, BART, Alameda CTC and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project:

- MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Resolution Number 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.
- SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.
- BART: BART has committed staff to directly lead the early development of the project due to its expertise in developing and delivering similar projects, such as the e-BART extension to Antioch.
- Alameda CTC, the SJRRC and Caltrans have provided technical reviews of preliminary design plans and documents. In addition, the TVSJRRA is in discussion with the City of Tracy regarding donation of a key 200-acre parcel under City of Tracy ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $20 million and is currently being appraised.

Project Considerations

The project construction will have significant impacts on the I-580 Express Lanes, with major impacts anticipated during construction. The TVSJVRRA staff have been working with Alameda CTC, as well as Caltrans, to identify design and construction considerations. Alameda CTC staff have held several workshops with the project design team to evaluate the preliminary design plans and will continue to be engaged through the ESC and technical groups to provide policy and technical feedback during design development to ensure minimal impacts to the I-580 Express Lanes. Alameda CTC will continue to work closely with the TVSJVRRA as the project design advances, and will also conduct financial analysis to understand potential impacts to toll revenues during construction to ensure revenue losses are addressed.

Proposed Amendments

The amendment that has been requested to be made to the 2014 TEP includes two elements as follows:

- Amend to include the new entity of the TVSJVRRA
- Amend to include the Valley Link Project for $400 million

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP):

BART Extension and System improvements ($710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as provide local funding for a proposed BART extension in the eastern part of the county.

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP. The proposed changes include moving the project from page 18 from the BART section of the TEP to page 20 under the section

"Major Transit Corridor and Commuter Rail Improvements", remove references to BART as the agency leading the rail extension, change references from the BART to Livermore project to Valley Link on pages 2, 3, 14, 18, 19 (map) and add Valley Link to the map on page 21 (see Attachment C).

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements as shown on Attachment C.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Implementing Guidelines Related to this TEP Amendment

Once the 2014 TEP amendments are complete, all the implementing guidelines will be applicable to the project and project sponsor similar to all other TEP projects. Specifically, for this TEP amendment, the following guidelines describe requirements for the amendment as well as the new project sponsor.

4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

8. Strict Project Deadlines: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

Note: any new amendment that adds a project must comply with this provision and the start date of the seven years will be from the date of the adopted amendment.

11. Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring

requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.

14. No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.

18. New Agencies: New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Planning, Policy and Legislation Committee (PPLC)

At the May PPLC meeting, Alameda CTC staff provided the Committee an overview of the amendment process and schedule, and Michael Tree, Executive Director of the TVSJVRRA gave an overview of the project. Discussion focused on questions related to the timing of the need for the amendment and clarification on the action the Commission would be voting on in May. A number of comment letters were received and summarized verbally for the Committee by the Clerk and emailed to the Committee members as received. The set of public comment letters received for the PPLC meeting is included here as Attachment E. Comment letters sent by Commissioners in their capacity as local government officials are not included but may be expressed verbally by Commissioner at the full Commission meeting. PPLC voted unanimously to advance the item to the full Commission.

Next Steps

Upon Commission approval to initiate the TEP amendment process, a 45-day comment period for jurisdictions in Alameda County will commence. Staff will return to the Commission to report on the comments received and to recommend final action by the Commission later this year.

Fiscal Impact: There is no fiscal impact for this item associated with the requested action.

Attachments:

A. Letter from TVSJVRRA Requesting TEP Amendment
B. Draft Resolution for 2014 TEP Amendment
C. Proposed 2014 Measure BB Expenditure Plan Redline Markups and Technical Amendments
D. Valley Link Project Fact Sheet
E. Comment letters received

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Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

8.1A

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Vice Chair, ACE

Michael Tree
Executive Director

May 4, 2020

Mayor Pauline Cutter, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, Ca 94607

Dear Chair Cutter,

This letter is intended to supersede the information in the letter written to Chair Valle on September 11, 2019 (attached) as it relates to the language to be amended in the 2014 Transportation Expenditure Plan currently found on page 18. Please use the following language for the amendment:

Valley Link Rail in Alameda County ($400 M)
This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Thank you,

Alameda County Supervisor Scott Haggerty, Chair

cc: Ms. Tess Lengyel, Executive Director, Alameda CTC

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Commissioner, ACE

Michael Tree
Executive Director

September 11, 2019

Supervisor Richard Valle, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Valle,

In May of 2018 the BART Board decided not to extend conventional BART to Livermore in favor of deferring the development of a rail extension project to the newly established Tri-Valley – San Joaquin Valley Regional Rail Authority ("Authority").

In the statute that created the Authority, AB 758 (Eggman/Baker), the Legislature addressed the transfer of local funds to the Authority for the Valley Link project in Section 132658:

> "the unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority's purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 1800000)."

Over the past 18 months, the Authority has been actively engaged in the planning of Valley Link, a passenger rail project that connects with the Dublin/Pleasanton BART station and travels eastward to Livermore and beyond to communities in the Northern San Joaquin Valley. A key element of the Valley Link Funding Plan for the Dublin/Pleasanton connection with BART and rail construction to Livermore is the $400 million in Measure BB that is currently listed in the Alameda County 2014 Transportation Expenditure Plan ("Plan") for the BART to Livermore project. Per the requirements of the Plan, The Tri-Valley – San Joaquin Valley Regional Rail Authority requests the following amendments:

1. The Tri-Valley – San Joaquin Valley Regional Rail Authority, established by AB 758,be included as an eligible recipient of funds.
2. That the following, specific language be amended:

   Move and amend the following language from Page 18 of the Plan to Page 20:

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Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

~~**BART to Livermore**~~ **Valley Link to Livermore ($400 M)**
The project funds Valley Link ~~the first phase of a BART to extension~~ within the I-580 Corridor freeway alignment from the Dublin/Pleasanton BART station to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of or any element of this ~~first phase~~ project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

In accordance with the Alameda County 2014 Transportation Expenditure Plan Implementing Guidelines, the Tri-Valley – San Joaquin Valley Regional Rail Authority understands and can fully comply with the requirements of recipients of Measure BB funds, including, but not limited to, annual audits and compliance reporting, the establishment of separate accounting funds for Measure BB funds, independent Watchdog reviews, performance measures, environmental clearance timelines, timely use of funds, contracting requirements, public reviews and approvals.

Thank you for your consideration,

Alameda County Supervisor Scott Haggerty, Chair

cc: Mr. Art Dao, Executive Director, Alameda CTC

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ALAMEDA County Transportation Commission

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Executive Director
Tess Lengyel

Draft
ALAMEDA COUNTY TRANSPORTATION COMMISSION
Resolution No. 20-007

Resolution of the Alameda County Transportation Commission Amending the 2014 Transportation Expenditure Plan to Delete the BART to Livermore Project and add the Valley Link Project

WHEREAS, by action of the governing body ("Commission") of Alameda County Transportation Commission ("Alameda CTC") at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan ("2014 TEP"), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated $400 million to a project identified as "BART to Livermore," constituting the first phase of a San Francisco Bay Area Rapid Transit District ("BART") extension within the I-580 Corridor to serve residents and businesses in that Corridor.

WHEREAS, on May 24, 2018, the BART Board certified the Final Environmental Impact Report for the BART to Livermore project, but declined to approve the project as proposed nor any alternative for the project.

WHEREAS, Assembly Bill (AB) 758, as adopted by the State legislature and signed by the Governor, created the Tri Valley San Joaquin Valley Regional Rail Authority ("TVSJVRRA"), an entity led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal of TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley, to address regional economic and transportation challenges.

WHEREAS, AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance a rail extension in the Corridor, now identified as "Valley Link."

WHEREAS, a key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

WHEREAS, the Valley Link project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (subject to approval of this amendment to the 2014 TEP by the Commission), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

WHEREAS, given that the Valley Link project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (SJRRC), BART, Alameda CTC, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project, as outlined below:

MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.

WHEREAS, the 2014 TEP and Public Utilities Code Section 180207 together provide that the 2014 Plan may be modified if an amendment is approved by a two-thirds vote of the Commission.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended to delete the BART to Livermore Project and all references to that Project;

BE IT FURTHER RESOLVED that the Tri Valley San Joaquin Valley Regional Rail Authority be recognized as an eligible agency for recipient of funds in the 2014 TEP;

BE IT FURTHER RESOLVED that the Valley Link Rail Project in Alameda County with an allocation of $400 Million is placed in the 2014 TEP, described as follows:

This project funds the first phase of a Valley Link rail project from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BE IT FURTHER RESOLVED that the 2014 TEP be amended to include the following specific description of the Valley Link Project:

A proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail. The project is generally shown on the diagram below:

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 28, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

_____ _____

Pauline Russo Cutter, Vanessa Lee,

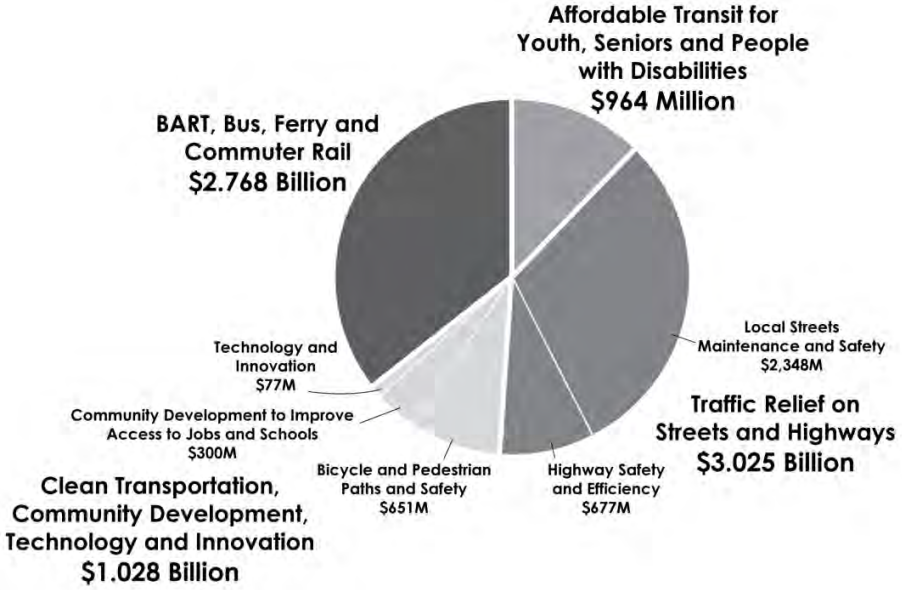
Chair, Alameda CTC Clerk of the Commission

INTRODUCTION

Summary of Investments	FUNDS ALLOCATION* ($ x million)
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	**$1,587**
BART Expansion and Maintenance	$349 ~~$749~~
Bus Operations, Maintenance and Rapid Bus Projects	$1,548
Commuter Rail Improvements	$832 ~~$432~~
Ferry Services in Alameda County	$39
Affordable Transit for Youth, Seniors and People with Disabilities	**$964**
Affordable Youth Transit to School and Transit Innovation	$190
Affordable Transit for Seniors and People with Disabilities	$774
Traffic Relief on Streets and Highways	**$3,025**
City and County Streets*	$2,348
Highway Safety and Efficiency	$677
Clean Transportation, Community Development, Technology and Innovation	**$1,028**
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	$651
Community Development Projects to Improve Access to Jobs and Schools	$300
Technology and Innovation	$77
TOTAL INVESTMENTS (YEAR 2015 TO 2045)**	**$7,785**

Notes:
*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.
**Estimated funds from 2015 to 2045 are anticipated to be almost $8 billion.

$7,785 in Total Investments Year 2015 to 2045



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount ($ x millions)	% of Total Funds
 **BART, Bus, Senior, and Youth Transit (48%)**	Transit: Operations, Maintenance, and Safety Program	AC Transit	$1,455.15	18.8%
		Altamont Commuter Express	$77.40	1.0%
		BART Maintenance	$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	$38.70	0.5%
		Livermore Amador Valley Transit Authority	$38.70	0.5%
		Union City Transit	$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	$15.00	0.19%
		Subtotal	**$1,857.63**	**24%**
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	$232.20	3.0%
		East Bay Paratransit - AC Transit	$348.31	4.5%
		East Bay Paratransit - BART	$116.10	1.5%
		Coordination and Service Grants	$77.40	1.0%
		Subtotal	**$774.01**	**10%**
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	$10.0	**14%**
		Alameda to Fruitvale BART Rapid Bus	$9.0	
		Grand/MacArthur BRT	$6.0	
		College/Broadway Corridor Transit Priority	$10.0	
		Subtotal	**$35.0**	
	BART System Modernization and Expansion	Irvington BART Station	$120.0	
		Bay Fair Connector/BART METRO	$100.0	
		BART Station Modernization and Capacity Program	$90.0	
		~~BART to Livermore~~	~~$400.0~~	
		Subtotal	**$~~710.0~~310.0**	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	$120.0	
		Union City Intermodal Station	$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	$110.0	
		Oakland Broadway Corridor Transit	$10.0	
		Capitol Corridor Service Expansion	$40.0	
		Valley Link	$400.0	
		Subtotal	**$~~355.0~~755.0**	
	TOTAL		**$3,731.64**	**48%**

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.
BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.
All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

ACTC_AR1590

BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments. Funds for operations and maintenance will be provided to transit operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing ~~BART~~ rail system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, $1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

Transit Operations and Maintenance Program (21.55% of net revenue, estimated at $1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) $Millions
AC Transit	18.8%	$1,455
ACE	1.0%	$77
BART Maintenance	0.5%	$39
WETA (ferries)	0.5%	$39
LAVTA (WHEELS)	0.5%	$39
Union City Transit	0.25%	$19
Total Transit Operations	**21.55%**	**$1,668**

Affordable Youth Transit Pass Program ($15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at $175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

ACTC_AR1591

BART STATION ~~EXTENSION~~ AND SYSTEM IMPROVEMENTS ($37~~7~~10 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system~~, as well as provide local funding for a proposed BART extension in the eastern part of the county.~~

~~BART to Livermore ($400 M)~~

~~This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.~~

BART Station Upgrades and System Improvements ($310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.



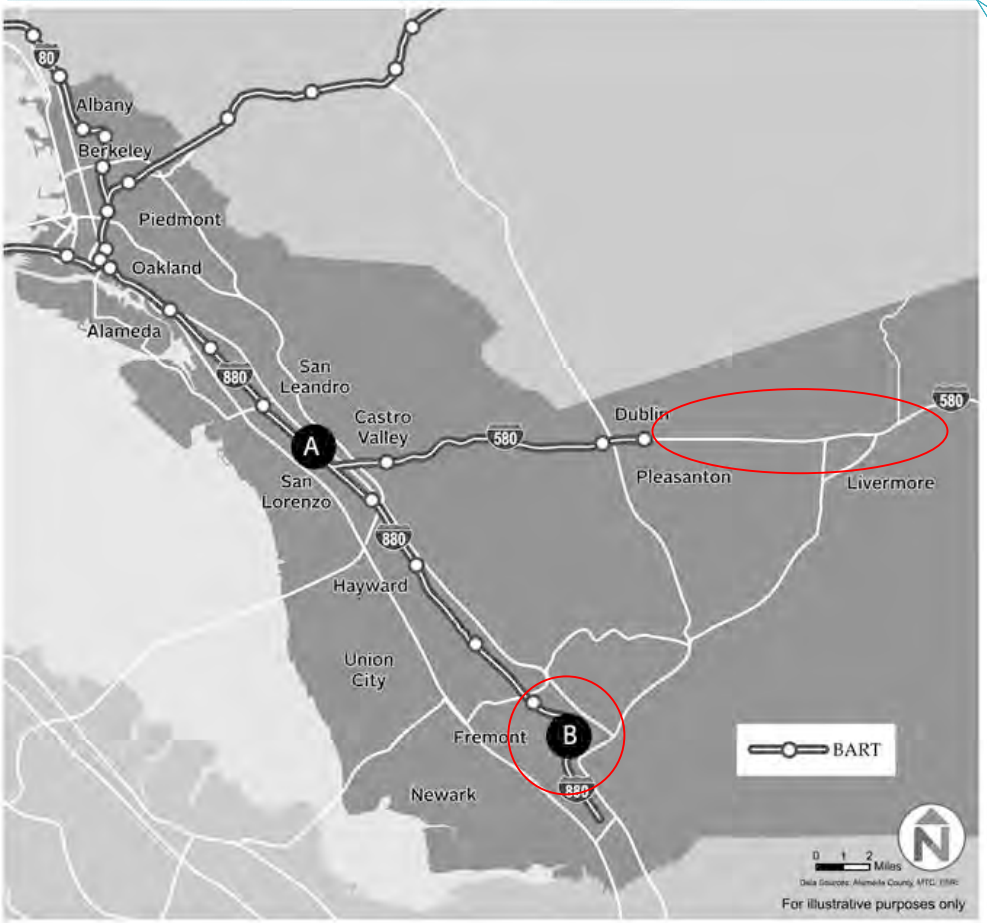
- **The Bay Fair Connector/BART METRO project will receive $100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive $90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.

- **The Irvington BART Station will receive $120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

ACTC_AR1592

BART INVESTMENTS



A Bay Fair Connector / BART METRO

B Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities

Commented [ACTC1]: Bottom circle: The new "B" is Irvington BART Station, and below that removal of "C"

Commented [ACTC2]: Top circle: Removal of the original "B – BART Extension to Livermore (within the I-580 corridor)"

Commented [ACTC3]: Middle circle: Change the original "C – Irvington BART Station" to a new "B"

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS ($~~355~~ 755 M)

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Corridor Area Transportation Improvements ($120 M)

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

Union City Intermodal Station ($75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.



Capitol Corridor Service Expansion ($40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

Railroad Corridor Right of Way Preservation and Track Improvements ($110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

Oakland Broadway Corridor Transit ($10 M)

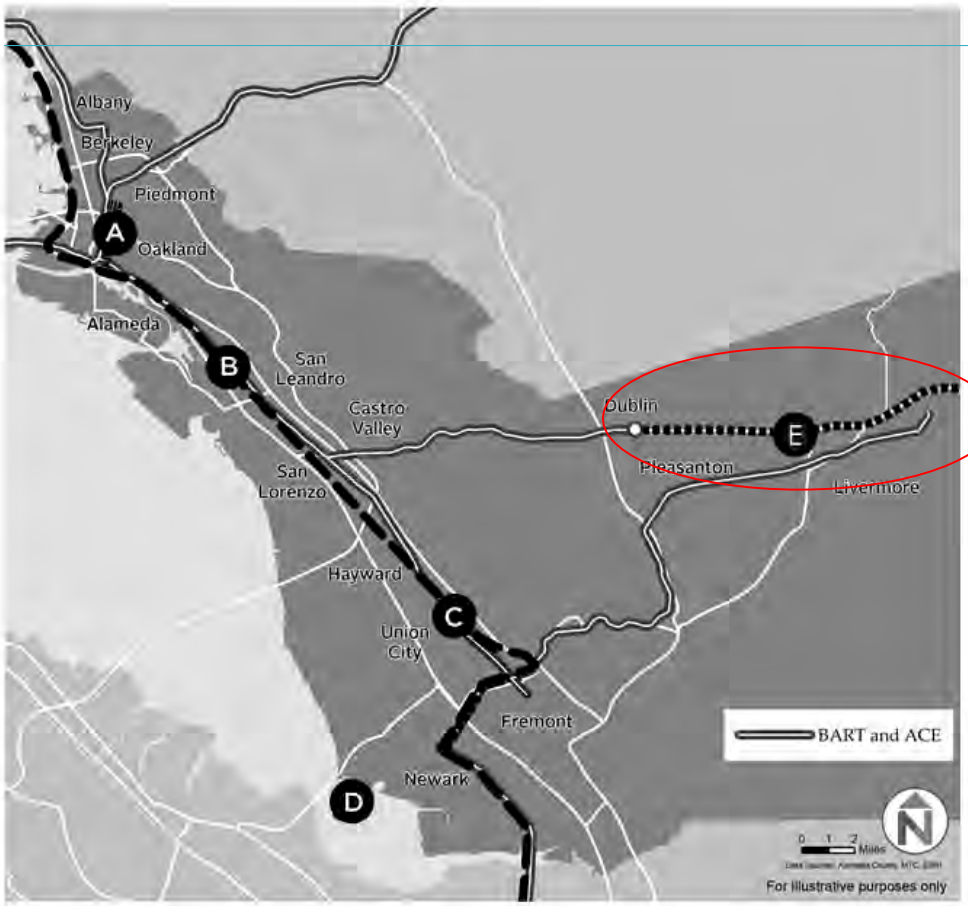
This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

Valley Link Rail in Alameda County ($400 M)

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

ACTC_AR1594

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



A Broadway Corridor Transit

B Capitol Corridor Service Expansion

C Union City Intermodal Station

D Dumbarton Corridor Area Transportation Improvements

E Valley Link Rail

Not Shown:
- Railroad Corridor Right of Way Preservation and Track Improvements

Commented [ACTC4]: **Both circles:** Addition of "E – Valley Link Rail" on the map and in the legend

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Valley Link

Connecting People, Housing, and Jobs

Fact Sheet

Project Overview

Connecting San Joaquin Valley to the Bay Area. Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

A Seamless Connection to BART. The first phase of service will provide a seamless and timed connection to BART, with service from North Lathrop to the Dublin/ Pleasanton BART station.

Frequent and Reliable Service. Trains will run throughout the day in both directions with the goal of matching BART frequency and hours of operation.

Initial Service Characteristics

	PEAK	OFF-PEAK
Between Dublin/ Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)



As of APRIL 2020

Tri-Valley • San Joaquin Valley REGIONAL RAIL AUTHORITY



By the Numbers

- **9,3500 Bay Area workers** - commuting from San Joaquin Valley today
- **42 Miles** - using existing transportation corridors
- **7 Stations** – Dublin/Pleasanton, Isabel, Mountain House, Tracy, River Islands, North Lathrop
- **78 Minutes** - current average commute each way
- **28 days** – total commute time per year for average commuter
- **75% increase** - commute traffic on I-580 by 2040
- **58% increase** – truck traffic on I-580 by 2040
- **25 daily round-trips** - by Valley Link trains each day in 2040
- **28,000 riders** – estimated in 2040 for Valley Link per day
- **99.4 Million** – reduction in Vehicle Miles Traveled (VMT) per year in 2040
- **33,000 metric tons** – reduction in greenhouse gas emissions (GHG) per year
- **0 Emissions** – battery-electric and hydrogen vehicle technologies under development
- **$2.4 Billion** - cost of Valley Link Phase 1 from Dublin/ Pleasanton BART to North Lathrop, in year of expenditure
- **$628 million** - identified as available for the project:
  - **$400 million** - Measure BB funds
  - **$188 million** - Bridge Toll funds
  - **$40 million - impact fees from the City of Livermore**
- **2027 – target date for Valley Link revenue service**

Project Benefits

Valley Link aims to be a model of sustainability in the design, construction and operation of the system. It is vital to our state's economy, environment and the quality of life in our communities:

- Serves communities and households in the Northern San Joaquin Valley with some of our state's highest poverty rates;
- Promotes equity by maximizing benefits to disadvantaged communities
- Links the Northern California Megaregion's workforce to affordable housing;
- Readily connects our state's future high-speed rail system to BART;
- Provides direct and seamless service to major employment centers in all parts of the Bay Area;
- Provides opportunities for compact transit-oriented development; and
- Will have a significant impact on the reduction of VMT and greenhouse gas emissions.
- Operates on renewable energy

Sources:
Bay Area Economic Institute Valley Link Project Feasibility Report (October 2019)
San Joaquin County Council of Governments

For more information about Valley Link, visit **www.valleylinkrail.com**

Building and Construction Trades Council of Alameda County, AFL-CIO

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Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

Andreas Cluver
Secretary-Treasurer

Rob Stoker
President

Rafael Gonzalez
Vice President

Che Timmons
Sergeant in Arms

Auto & Marine Painters, #1176
Boilermakers, #549
Brick & Tile Layers, #3
Carpenters, #713
Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

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opeiu:29/afl-cio

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Bay Area Transportation Working Group (BATWG)

May 11, 2020

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation Committee

Alameda County Transportation Commission (ACTC)

1111 Broadway, Suite 800 Oakland, CA 94607

Dear Commissioner Ortez:

It has come to our attention that the ACTC is thinking of reallocating the Measure BB funds set aside for the Livermore BART connection to "Valley Link". We urge you to desist.

For one thing such an action would make a mockery of what the Alameda County voters voted for in 2016. For another it would deny the people of Livermore the one good way of getting from their city to the East Dublin BART Station.

At the time the BART Board was considering whether or not to put the Measure BB $400 million toward a proposed $3.2 billion BART extension to Greenville Road, BATWG conducted an extensive investigation of the bus alternative. It was our conclusion that in terms of improving the access of the people of Livermore to BART, well-appointed buses (patterned after the privately-operated hi-tech buses) operating in bus-only lanes would be a far cheaper and better option. At the time we envisioned three separate lines originating in separate parts of Livermore all traveling out-of-traffic, at least during commute hours, to the Station.

Sincerely,

Gerald Cauthen
Co-Founder and President,
Bay Area Transportation Working Group
510 208 5441
www.batwgblog.com

Bay Area Transportation Working Group
3001 Ashbrook Court
Oakland CA 94601
www.batwgblog.com

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From:	Angie Ayers
To:	Angie Ayers
Cc:	Tess Lengyel; Vanessa Lee
Subject:	FW: Bike East Bay comments on Valley Link
Date:	Monday, May 11, 2020 12:23:17 PM

Hello Commissioners,

Please see the below public comment for item 5.1.

Regards,
Angie

Angie Ayers, Associate Administrative Analyst
Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607
Phone: 510.208.7450 direct dial | 510.208.7400 main line
Email: aayers@alamedactc.org Website: www.alamedactc.org
Facebook: www.facebook.com/alamedactc Twitter: @alamedactc

From: Vanessa Lee
Sent: Monday, May 11, 2020 12:20 PM
To: Dave(dave@bikeeastbay.org) Campbell <dave@bikeeastbay.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>; Angie Ayers <aayers@alamedactc.org>
Subject: RE: Bike East Bay comments on Valley Link

Received. Thank you.

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Dave Campbell <dave@bikeeastbay.org>
Sent: Monday, May 11, 2020 12:19 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Bike East Bay comments on Valley Link

Commission

We support transit, and possibly this project too, but have questions and concerns around:

1. The lack of public outreach in Livermore to generate support for this project. Measure BB in Livermore did not get a ton of support and BART was controversial. RM3 get even less support in Livermore. We don't want this project to be controversial like the BART project was. The Isabel Neighborhood Plan was controversial too because of BART. Where are the residents of Livermore on this project?;
2. Hour headways off -peak is poor public transit, and is in fact commuter rail. This corridor needs good transit. What can be done to convert this project from commuter rail to good transit?
3. Can we hear more about the financial crisis and how this project is affected? It's concerning to hear a presentation that does not acknowledge the current financial crisis.

Thank you for more clarifying information.

--
Dave Campbell
Advocacy Director
Bike East Bay
****
Office: 466 Water Street at Jack London Square in Oakland
Mail: PO Box 1736, Oakland, CA 94604
Cell: (510) 701-5971
BikeEastBay.org

Learn how COVID-19 is impacting Bike East Bay events and activities.

From:	Vanessa Lee
To:	Angie Ayers
Subject:	FW: Public Comment for item 5.1 at ACTC"s PPLC meeting on Monday 5/11
Date:	Monday, May 11, 2020 11:26:37 AM
Attachments:	hyperlinked_PPLC_Agenda_20200511.pdf

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, May 7, 2020 1:42 PM
To: Vanessa Lee <VLee@alamedactc.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>
Subject: Public Comment for item 5.1 at ACTC's PPLC meeting on Monday 5/11

Hi Vanessa-

I hope you are staying healthy and safe. Considering that I cannot attend next Monday's PPLC meeting in person due to the SIP, please make sure my comments are read into the record for Public Comment as part of agenda item 5.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti
(925) 858-5303

Dear Chair Ortiz and Honorable Commissioners:

On behalf of the Innovation Tri-Valley Leadership Group, I respectfully request for the PPLC to support the Staff recommendation to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. Our Committee worked to ensure that the Expenditure Plan included the fulfillment of plans dating back to the 1960's which envisioned a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. This vision was part of the plan approved by the voters of Alameda County. Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it.

Four years later in May of 2018, the BART Board certified the BART to Livermore EIR but transferred the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley to the Tri-Valley - San Joaquin Valley Rail Authority. The Authority has since completed a Feasibility Report for Valley Link, a project proven to be cost effective and efficient, estimated to carry between 26,000 and 28,000 riders a day in the highly congested I-580 corridor.

With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority that will benefit the environment, the economy and the quality of life of residents and

Bay Area workers. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete the project. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision of Measure BB for rail connectivity in the Tri-Valley, and I urge the Committee to approve the item.

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group
925.858.5303
tsbranti@innovationtrivalley.orgwww.innovationtrivalley.org

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May 8, 2020

Elsa Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: PPLC Agenda Item 5.1 – Tri-Valley-San Joaquin Valley Regional Rail Authority Request for 2014 Measure BB Transportation Expenditure Plan Amendment – **SUPPORT**

Dear Chair Ortiz:

I am writing on behalf of the Livermore Valley Chamber of Commerce (LVCC), a business membership organization with nearly 500 members from a cross-section of private/public and non-profit industry sectors that employ nearly 20,000 workers. Ensuring that public dollars are wisely spent and that taxpayers receive a good return on their investment, while responsibly planning, funding, and maintaining and operating our transportation system is a key policy priority for LVCC.

LVCC supports the above referenced item, advancing the efforts to close the gap in the I-580 corridor for an urgently needed and long-awaited, effective rail connection between Livermore and the Dublin/Pleasanton East BART station. I reiterate the support formerly expressed by LVCC over many years for planning and funding support for such a project. LVCC appreciates the wisdom of the leaders of the Alameda County Transportation Commission in designating significant funding in Measure BB (which was supported by LVCC) to provide for a future rail connection in this corridor. In light of events that have transpired since the approval of BB, your prudent actions necessary to amend the expenditure plan to accommodate the request by the Tri-Valley-San Joaquin Valley Regional Rail Authority is welcomed and appreciated. LVCC recognizes and strongly supports the efforts of the TVSJRRA to effectively deliver a rail connection project in this corridor within the next few years.

We look forward to moving forward with this initiative and this project, and stand ready to support you in this action.

Respectfully,
Dawn P. Argula
Dawn P. Argula
CEO/President

C: Scott Haggerty, First District Supervisor, Alameda County BOS
Tess Lengyel, Executive Director, Alameda County Transportation Commission
Michael Tree, Executive Director, Valley Link
John Marchand, Mayor, City of Livermore

Livermore Valley Chamber of Commerce
2157 First Street Livermore CA 94550
925.447.1606
www.livermorechamber.org

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May 11, 2020

Via email to: vlee@alamedactc.org

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation (PP&L) Committee
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: PP&L Agenda item #5.1 – Approve Tri-Valley- San Joaquin Valley Regional Rail Authority (TVSJVRRA, aka Valley Link) Request for a 2014 Measure BB Transportation Plan Expenditure (TEP) Amendment

Dear Chair Ortiz and Members of the PP&L Committee:

On behalf of our more than 13,500 members in Alameda County, the Sierra Club writes to respectfully express great concern about Item #5.1 on your Agenda for Monday May 11, 2020. We believe that there are far too many issues and questions that should be addressed before the recommended actions move forward.

We recognize that the proposed actions before your Committee are just the beginning of a process to reprogram the sales tax funds that were approved by voters for "BART to Livermore." But as set forth in the staff memo, the proposed actions, and their timing, would establish dangerous precedents for lack of planning and financial responsibility. There is simply no need to rush into the proposed actions, particularly in the context of the current health and financial crises being faced by the State and local communities. Why not first take time for responsible analysis and an opportunity to see if-how-and-when recovery is able to occur, before committing funds that may not materialize for years to come?

Every responsible forecast is anticipating that "the future of work" will be different, post-pandemic, than we have ever been experiencing previously. Why base such a massive investment of public funds on what is already and at best "old data?"

The first Agenda request is that the TVSJVRRA be acknowledged as a new agency in Alameda County that can be an eligible recipient of Measure BB funds. While this

2530 San Pablo Ave., Suite I, Berkeley, CA 94702 Tel. (510) 848-0800 Email: info@sfbaysc.org

should be the least controversial element of the requests, nothing in the staff memo identifies the potential magnitude of impacts on other Measure BB transit recipients. There is no operating budget provided in the Committee materials. Can taxpayers and pre-pandemic passengers be assured that this new system will not become a drain on other, voter-approved transit agencies in the County?

The second and third requests would remove "BART to Livermore" from the TEP and substitute Valley Link with no consideration of possible alternatives – why? The project list for Measure BB was the result of years of input and deliberation by Community and Technical Working Groups. Why not have a full and fair competition for alternative uses of these funds, throughout the full list of "BART, Bus, Senior, and Youth Transit" options identified as the relevant "Type" on page 3 of the TEP (page 24 of the Committee packet), especially with the enormous uncertainties facing projections for both traffic and funding revenues?

Implementing Guideline 22 of the Measure BB TEP is surprisingly omitted from the staff memo, but supports this broadened approach, stating:

> **22. Fund Allocations**: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

Even the language from AB 758 (Eggman/Baker, PUC section 132658) that is quoted in the "superseded" request dated September 11, 2019, recognized that there was no entitlement to the "local funds controlled by the Alameda County Transportation Commission."

It should also be noted that the proposed description and conditions regarding Valley Link delete and/or change significant descriptive and cautionary language (which was carefully negotiated and voter-approved) before funds may actually be "used." The text below sets forth full "before and after" language in a single view for the information of Commissioners and the public:

> ~~BART to Livermore ($400 M)~~
> Valley Link rail in Alameda County ($400 M)
>
> This project funds the first phase of a ~~BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ Valley Link rail extension from the existing Dublin/ Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.

> Funds are for construction for any element of this first phase project and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an ~~detailed~~ alternative assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Why are voter and environmental protections proposed to be removed for this new project? Do Commissioners really think this is wise and appropriate? Why not, at a minimum, wait until the requisite Environmental Review is both released in draft form and then completed? – This critical document is already a year behind the previous schedule.

Where is the San Joaquin County commitment to support their own residents who are likely to be the primary beneficiaries of this project? The proposed resolution merely states that:

> SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from ***future*** measures and state funds. **(emphasis added)**

Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and operations for this multi-county project. “Leveraging” of other funds should, at a minimum, be based on full and fair participation from designated “partners.”

Several places in the proposed “amendments” describe Valley link as “Commuter Rail," despite the fact that it is proposed to operate throughout the day. Subsection 49 CFR 37.3 in relevant part defines “commuter rail” as

> *Commuter rail transportation* means short-haul rail passenger service operating in metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fare, multiple ride, and commutation tickets and by morning and evening peak period operations. This term does not include light or rapid rail transportation.

Is this an attempt to obviate or avoid an obligation for ADA complementary paratransit service for passengers, or attempted passengers, who may have difficulty using the train service?

We must also ask if ACTC or Valley Link have informed MTC and ABAG that the proposed project will facilitate inter-regional commuting, contrary to the intent of SB 375 and the Bay Area's Sustainable Communities Strategy.

This message sets forth only some of the most obvious concerns about the proposed Measure BB actions. There are certain to be more, but disclosure by ACTC and Valley Link should not be delayed until the end of the requisite "public comment" period. The Sierra Club respectfully requests, and urges at a minimum, that the questions and issues noted above be addressed before any Commission action to consider Valley Link's requests. To do any less would call into question Commissioners' significant public service obligations to Alameda County voters, taxpayers, and residents. We look forward to working with you and ACTC staff to consider a full range of responsible uses of Measure BB funds. If you have any questions, or desire further information, please do not hesitate to contact Matt Williams at mwillia@mac.com.

Sincerely,

ss/
Matt Williams
Chair, Chapter Transportation and Compact Growth Committee

ss/
Dick Schneider
Chair, Chapter Tri–Valley Group Executive Committee

ss/
Eric Parfrey
Volunteer Leader, Mother Lode Chapter

Cc: Sierra Club California Director Phillips
San Francisco Bay Chapter Executive Committee Chair Bolotina
San Francisco Bay Chapter Director Berbeco

Memorandum 8.1F: Handout

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

DATE:	May 28, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy Vanessa Lee, Clerk of the Commission
SUBJECT:	Additional Public Comment Submissions regarding the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP)

Please find all written public comments received for the May 28, 2020 Commission meeting Item 8.1: Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan that were submitted after the Commission packet was distributed and were received by the 5 p.m. deadline notice on the agenda. These comments are in addition to those already distributed at Attachment E to item 8.1 in the Commission meeting materials. (*listed in alphabetical order):*

- Alameda County Taxpayers Association
- BART (1)
- BART (2)
- Bay Area Council
- Bay Area Transportation Working Group
- Building & Construction Trade Council of Alameda County
- Chabot-Las Positas Community College
- City of Dublin
- City of Livermore
- City of Pleasanton
- Innovation Tri-Valley Leadership Group
- Laborers' Local 304
- Livermore Amador Valley Transit Authority
- Pleasanton Chamber of Commerce
- Train Riders Association of California

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From: Marcus Crawley
To: Vanessa Lee
Subject: Tri Valley $400 million
Date: Saturday, May 23, 2020 7:59:43 AM

Pauline Cutter, Chair, and ACTC Commissioners May 22, 2020
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)

Dear Chair Cutter:

The Alameda County Taxpayers Association (ACTA), a 501(c)(4) organization, represents the taxpayers of this County in advocating legal and productive expenditures of taxpayer funds. As such, ACTA is a statutory appointer of a member of the ACTC Independent Watchdog Committee.

Alameda County Taxpayers Association [ACTA] is troubled by plan to transfer $400 million BART funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority. The Alameda County voters approved the Special Tax of Measure BB and to be dedicated for Alameda County transportation projects such as the BART to Livermore extension. The foremost consideration of ACTC must be the will of the voters. ACTC must narrowly construe the intention of the voters regarding the 'specific purposes' of the Measure BB special sales tax. The voters did not contemplate that the Measure BB taxes would single-handedly fund multi-county projects in the absence of funds contributions from other counties. When the Tri-Valley Authority has produced its share of the project funding, the ACTC can plan how to spend Tri-Valley Authority funds. ACTA will vigorously oppose any plan to divert these funds away from a voter-approved project.

For the present ACTC must demonstrate that it can plan a viable project by solving the BART to Livermore extension. This Committee must demonstrate leadership and build consensus on existing Alameda County projects, not leap ahead to the next glorious project that has not even been planned. As a first step in leadership, the committee should use its power to make the promised annual audits of Measure BB expenditures a reality.

We call on ACTC to table this action until such time as a proper study be made of this project and the logical alternatives, including a long-haul commuter express bus network for both Eastern Alameda County along the I-580 Corridor and over the hills from the Central Valley. We certainly have no objection to working jointly with Central Valley governments and other interest groups on a project of mutual benefit. However, we do not understand why ACTC is proposing that the Alameda County taxpayers be the first to transfer funds approved by the voters to benefit primarily Alameda County residents to a project that would instead primarily benefit residents of other counties – particularly since there is no commitment from those counties, or even an idea of when such a commitment might be made.

The $400 million was originally approved by the voters as part of Measure BB in 2014 for a BART extension to Livermore. The BART Board elected not to pursue this, so we agree it is proper to study other transportation improvements in this corridor – but, we believe that the first priority should be for what the voters intended, benefits for the residents and travelers along the I-580 corridor in the Eastern Tri-Valley area.

We do not object to the study of rail alternatives in this corridor and into the Central Valley, either BART or commuter/inter-city rail. But, in our role as a taxpayer advocate, we believe that it would be improper to advocate for rail unless and until a proper, unbiased study fairly considers other options, including a bus system on dedicated lanes, that could require far less taxpayer dollars and could be completed much faster. If the study shows that Valley Rail is the best option and is fair to the taxpayers and the traveling public, and is feasible, then ACTC should consider this $400 million reallocation at that time.

We do not understand the necessity nor the benefit of making this decision so early in the planning process.

I will be commenting on this matter at the Commission meeting.

Thank you for your consideration of the position of the Alameda County Taxpayers Association on this important matter before the Commission.

Respectfully submitted,

Marcus Crawley -President of

ACTA

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

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Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As BART Director (District 5) and representative for my constituents and taxpayers in the Tri-Valley area, I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades. The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

I urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

John McPartland
BART Director, District 5

www.bart.gov

Cc: BART Directors and Board Appointed Officers
Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

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Elizabeth Ames
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7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

Via Email

Mayor Pauline Cutter, Chair
c/o Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 95607
vlee@alamedactc.org

RE: Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request

Chair Cutter:

Thank you for the opportunity to comment on the above referenced item. On behalf of the San Francisco Bay Area Rapid Transit District (BART), I would like to express support for beginning a 45-day comment period on the proposed amendment to the 2014 Measure BB funded TEP, as described in the staff memorandum.

In May 2018, the BART Board of Directors certified the Final Project EIR for the BART to Livermore extension, and directed staff not to advance a specific project in the Tri-Valley. Pursuant to AB 758 (Baker), the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) at that point assumed responsibility to advance a rail project in the corridor. Since then, BART staff have been engaged with the TVSJVRRA throughout project feasibility and initial design and environmental assessments of the proposed Valley Link Rail project, and this coordination continues.

Because of this, BART supports the action to begin the public comment period for the amendment to the TEP naming the TVSJVRRA as an eligible recipient of Measure BB funds and specifically naming the Valley Link project in place of BART to Livermore. It is important to hear from Alameda County residents and other stakeholders. The District anticipates submitting a more detailed set of comments during the official 45-day comment period that this action will kick-off.

Please do not hesitate to contact me or my staff with any additional questions.

Sincerely,

Robert M. Powers
General Manager

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BAYAREA COUNCIL
Shape the Future

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Jim Wunderman

Jim Wunderman
President & CEO
Bay Area Council

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

Bay Area Transportation Working Group

May 23, 2020

Pauline Cutter, Chair, and ACTC Commissioners

Alameda County Transportation Commission

1111 Broadway, Suite 800

Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda Item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)"

Dear Chair Cutter:

The Bay Area Transportation Working Group (BATWG) is an Oakland-based 501(c)(3) composed of senior transportation experts and advocates with centuries of collective experience in California, Bay Area, and Alameda County transportation issues and projects.

At BATWG's May 21, 2020 meeting there was a discussion of the proposed diversion of Alameda County Measure BB funds to Valley Rail. After the discussion the vote was unanimous; we believe this action would be inappropriate and unwise.

What Valley Rail needs most right now is a full, proper, and unbiased study of its feasibility – including projected ridership, cost-effectiveness and identified sources of funding, all in comparison with the other transportation options for the corridor and all taking the changes brought on by COVID into full account.

In 2017, when the question how to use this $400 million was before the BART Board, the BART staff recommended a significantly upgraded bus option on grounds that it would better serve the transportation needs of Pleasanton and Livermore than an expensive 10-mile extension of BART to Livermore's Greenville Road would. BATWG strongly supported the staff's recommendation and subsequently submitted a list of proposed bus system enhancements.

The original BART Extension project approved by the Alameda County voters was intended to benefit the people of Alameda County, including the residents of

Pleasanton and Livermore Area and those traveling to those cities from more westerly Alameda County locations. Obviously, this was a project that the Alameda County taxpayers were willing to support because the vast majority of the benefits would accrue to Alameda County residents and taxpayers. Valley Rail, which includes five stations in the Central Valley and only three in Alameda County, is intended to primarily benefit non-Alameda County residents.

There is no reason or justification for diverting $400 million in BB funds to Valley Rail at this time.

The Bay Area Transportation Working Group looks forward to working with the ACTC in working to improve transportation in the I-580 Corridor.

Respectfully submitted,

Gerald Cauthen PE

President and Co-founder

Bay Area Transportation Working Group (BATWG)

510 208 5441

www.batwgblog.com

Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
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Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

May 26, 2020

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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CHABOT
LAS POSITAS
COMMUNITY
COLLEGE
DISTRICT

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The CLPCCD and, especially Las Positas College, as evidenced by our MOU with LAVTA, recognize the value of public transportation in meeting sustainability goals and facilitating travel to and from the college. Specifically, the largest benefactor of these two projects will be Las Positas College, and the community we serve which encompasses over 9,200 students and 500 employees. Our research shows that our public transportation usage average is 10,000 individual rides per month and nearly 500 students take the bus each business day. Of our total student population, 20% take classes at both campuses. A rail extension to Livermore would support and facilitate the needs of student populations from both the Tri-Valley and 880/580 corridors. We know there is still a great need for additional public transportation options for all of our students and employees.

CLPCCD provides educational opportunities and support for completing of students' transfer, associate degree, basic skills, career technical education, and retraining goals. We serve, annually, approximately 29,000 students. Our employees and students use public transportation to get to and from their homes to our places of work.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Ronald P. Gerhard
Chancellor

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

CHABOT-LAS POSITAS COMMUNITY COLLEGE DISTRICT BOARD OF TRUSTEES

Edralin J. "Ed" Maduli, President
Genevieve Randolph, Secretary
Hal G. Gin, Ed.D.
Linda Granger
Maria L. Heredia
Tim Sbranti

Ronald P. Gerhard, Chancellor

OFFICE OF THE CHANCELLOR

7600 Dublin Blvd., 3rd Floor
Dublin, CA 94568
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www.clpccd.org

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DUBLIN
CALIFORNIA
THE NEW
AMERICAN
BACKYARD

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Linda Smith
E33836CEEC044E0...

Linda Smith
City Manager, City of Dublin

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
925.833.6640
Fire Prevention
925.833.6606
Human Resources
925.833.6605
Parks & Community Services
925.833.6645
Police
925.833.6670
Public Works
925.833.6630

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Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

LIVERMORE
CALIFORNIA

May 28, 2020

The Honorable Pauline Russo Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Agenda Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. Position of support.

Dear Chair Cutter:

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire County by reducing traffic over the Altamont Pass and through the congested I-580 and I-680 corridors. An estimated 93,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses, teachers, and people employed in manufacturing in the Tri-Valley and throughout Alameda County. Many of these Bay Area workers have been priced out of the communities they serve by rising housing costs and are suffering through an average 78-minute commute each way.

The environmental benefits of Valley Link are significant. Valley Link offers a rail alternative for those commuting by automobile. An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles

Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year.

Valley Link supports construction of badly needed affordable housing. Through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The Isabel Neighborhood Specific Plan, developed around the Valley Link station at Isabel Avenue, includes 4,095 new multifamily housing units with a mandatory 20% minimum affordable requirement with an overall goal for 25% affordable units in the Plan area.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will help ensure that this vital project can move forward to benefit the entire County and that commitments to the Tri-Valley are finally met.

Sincerely,

John Marchand

John Marchand
Mayor

cc: Supervisor Scott Haggerty
Tess Lengyel, ACTC Executive Director

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THE CITY OF
PLEASANTON

May 26, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that all of our Tri-Valley residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

P. O. Box 520, Pleasanton, CA 94566-0802 **123 Main Street**

City Manager
(925) 931-5002
Fax: 931-5482

City Attorney
(925) 931-5015
Fax: 931-5482

Economic Development
200 Old Bernal Avenue
(925) 931-5038
Fax: 931-5476

City Clerk
(925) 931-5027
Fax: 931-5492

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We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Nelson Fialho
9B5F9FFD0C8544D...

Nelson Fialho
City Manager

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Pleasanton City Council

From:	Tim Sbranti
To:	Vanessa Lee
Subject:	Public Comment for Item 8.1 at ACTC meeting on Thursday 5/28
Date:	Tuesday, May 26, 2020 11:26:55 PM

Hi Vanessa-

I hope you are doing well. Please make sure my comments are read into the record for Public Comment as part of agenda item 8.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti

Dear Chair Russo Cutter and Honorable Commissioners:

On behalf of the business and civic leaders who comprise the Innovation Tri-Valley Leadership Group, please support the Staff recommendation and the unanimous decision from PPLC to amend the Measure BB Transportation Expenditure Plan and replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. As Commissioner Haggerty pointed out at the PPLC meeting, a deliberate decision was made to ensure that priorities of leaders in each of ACTC's 4 planning areas were included in the measure. The priority in 2014 remains the same as it was 50 years as it is today.....establishing a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision approved by the voters of Alameda County for rail connectivity in the Tri-Valley.

Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it. Considering that the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley was transferred in 2018 from BART to the Tri-Valley - San Joaquin Valley Rail Authority, now is the time to transfer the funds as well for rail in the Tri-Valley. In recent months, the Authority has completed a Feasibility Report for Valley Link, a project proven to be cost-effective and efficient, estimated to carry between 26,000 and 28,000 riders a day to relieve gridlock in the highly congested I-580 corridor. With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority and the time to act is now.

Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with state, federal and private funding to complete the much-needed project, and we hope that you will

fulfill the original vision and meet present and future needs of the County by approving the item.

--

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group

www.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

From:	Rafael Gonzalez
To:	Vanessa Lee
Subject:	Valley Link
Date:	Tuesday, May 26, 2020 10:10:41 AM

Good morning. I am writing to you in support of the Valley Link project and the proposed funding of that project. As a representative of thousands of workers who commute from the Central Valley into the Bay Area, and as someone who does that same commute, I can attest to the importance of the Valley Link Rail System. I moved to Tracy, about 20 years ago and I have seen firsthand the increase in commuter traffic. All the experts agree that this will only continue to increase as time goes on. This will result in more time on the road, which increases the carbon footprint of each individual commuter. Valley Link provides a safe alternative from the Central Valley to the Bay Area, reducing the amount of vehicles on the road, which in turn results in lower commute times, carbon emissions, and stress levels!

Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.

The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.

For these reasons and other, I humbly ask that you consider having the Tri-Valley – San Joaquin Valley Regional Rail Authority recognized as an agency eligible for Measure BB funds (agency hadn't been created when Measure BB was approved). We are also seeking to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project. This will put $400 million in Measure BB funds into the control of the Valley Link Board.

I thank you for your consideration.

Rafael Gonzalez
President/ Field Representative
Laborers' Local 304
(510)581-9600 (office)
(510)432-2827 (mobile)

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Livermore Amador Valley
TRANSIT AUTHORITY

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

David G. Hudson

Cc: Alameda County Transportation Commission members
Tess Lengye!, ACTC Executive Director

1362 Rutan Ct., Ste. 100 | Livermore, CA 94551
O. (925) 455-7555 | F. (925) 443-1375
wheelsbus.com

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PLEASANTON CHAMBER of COMMERCE

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I am writing to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to eventually advance rail connectivity to the San Joaquin Valley. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are finally met.

Sincerely,

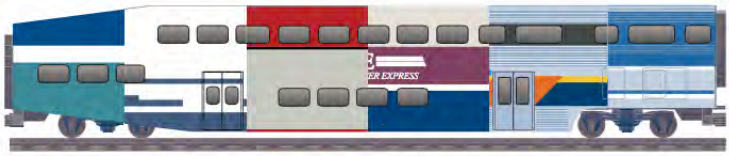
Steve Van Dorn
President & CEO

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

www.pleasanton.org
777 Peters Avenue • Pleasanton, CA 94566 • Phone: (925) 846-5858 • Fax: (925) 846-9697

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TRAC
Train Riders Association of California



1025 Ninth Street Suite 223
Sacramento CA 95814-3516

(916) 557-1667
www.calrailnews.org
president@calrailnews.org

Officers

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Los Angeles County

William F. McGeehan III
Contra Contra County

May 26, 2020
Submitted to:
contact@
alamedactc.org

Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Agenda Item # 8.1, May 28 Meeting
Measure BB Exp. Plan Amendment

Dear Chair Cutter:

The Train Riders Association of California ("TRAC") is a statewide rail advocacy organization that has worked since 1984 to improve passenger rail service in California. TRAC has been involved in passenger rail planning for the Altamont Corridor for at least two decades. We have made presentations to the Valley Link Board and participated in their public meetings.

We write today to urge your Board to defer action on amending the Expenditure Plan for Measure BB until you receive an environmental impact report for Valley Link, which is nearing completion. The Administrative Draft was under review last October, and the Draft EIR is now scheduled for public review in September 2020. TRAC suggests the following reasons for deferral of this agenda item:

1. Without a certified EIR, there is no evidence to support the claim that the proposed Valley Link project will provide meaningful benefits to Alameda County taxpayers. The Commission has a special duty to taxpayers to make an affirmative finding of benefit, under Section 14 of the Expenditure Plan Guidelines:

> **No Expenditures Outside of Alameda County**: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. (emphasis added.)

2. From its inception, this project raised serious questions as to whether BART would be able to handle the additional passengers that Valley Link would transport from the Central Valley. The EIR

should resolve that question. If Valley Link were projected to make overcrowding on BART even worse, that would have serious implications as to whether the project could reasonably be judged as benefitting Alameda County residents.

3. An EIR would determine whether Valley Link would result in the construction of any infrastructure or station that would be inconsistent with the land use-constraining provisions of Alameda County year 2000 Measure D. On a related topic, an EIR will provide information on the Valley Link project's compliance with the County's Gateway Policy.

4. As the largest single capital project in Measure BB, BART to Livermore was the marquee project. Because of that special status, it demands special treatment above and beyond the 2/3 majority required for an amendment. This is not some minor project. Amending the Plan to include this project changes the entire profile of the measure, because the voters never gave their support to the Valley Link project. There is no evidence that the voters of the Tri-Valley, which did not support Measure BB, would support Valley Link.

5. Because Measure BB resulted in financial trade-offs between the Tri-Valley and the North County cities through a reweighting of the basic allocation formula for local streets and roads, the entire Expenditure Plan would need to be reopened to assure fairness for all jurisdictions.

6. Other alternative projects, including several that TRAC has advocated for, would potentially be far more cost-effective in providing the service that Valley Link seeks to offer. In particular, the $1+ billion dollar cost of the I-580 relocation is merely a utility relocation, offering no transportation benefit to taxpayers.

Thank you for considering these comments.

Sincerely yours,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President, TRAC

ALAMEDA County Transportation Commission

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

Commission Chair
Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair
Councilmember John Bauters
City of Emeryville

AC Transit
Board Vice President Elsa Ortiz

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Director Rebecca Saltzman

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City of Fremont
Mayor Lily Mei

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Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont
Mayor Robert McBain

City of Pleasanton
Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

May 28, 2020

Mayor Christian R. Patz
City of Emeryville
1333 Park Avenue
Emeryville, CA 94608

Via Email: crpatz@emeryville.org

Re: Alameda County Transportation Commission 2014 Measure BB Transportation Expenditure Plan Amendment Comment Period

Dear Mayor Patz,

In November 2014, voters in Alameda County approved Measure BB, authorizing an extension of the existing transportation sales tax (Measure B), administered by the Alameda County Transportation Commission (Alameda CTC). The 2014 Transportation Expenditure Plan (2014 TEP) guides the investments of Measure BB revenues toward capital projects and programs that improve the countywide transportation system.

On May 28, 2020, the Alameda CTC Commission voted to initiate a comment period for comments by jurisdictions in Alameda County on a proposed amendment to the 2014 TEP to replace the BART to Livermore project with the "Valley Link" project. The 2014 TEP Implementing Guidelines specify that all jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

Proposed Amendment

In September 2019, the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) requested that Alameda CTC amend the 2014 TEP to replace the BART to Livermore project that is in the 2014 TEP with the Valley Link rail project, and transfer the associated $400 million that was identified for BART to Livermore to the Valley Link project. The TVSJVRRA was created in 2017 by the State Legislature (Assembly Bill 758) for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County. In 2017, BART released the Draft Environmental Impact Report for the BART to Livermore project, which had been under consideration for many years. In May 2018, the BART Board voted to certify the Final EIR and also passed a motion directing the BART General Manager to not advance an alternative, effectively

passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The amendment that has been requested to be made to the 2014 TEP includes the following key elements:

1. Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds.

2. Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.

3. Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.

4. Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above.

A detailed description of the proposed amendment and background can be found in the attached Alameda CTC Commission staff report.

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP) that is proposed to be removed:

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies

and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP, as detailed in the attached Alameda CTC Commission staff report.

Comment Period

On May 28, 2020 the Alameda CTC Commission voted to initiate the comment period. The 45-day comment period closes on July 13, 2020. Given the current shelter in place in effect in Alameda County, comments can be submitted electronically to: tepamendment@alamedactc.org, or by mail to the ACTC office.

Email: tepamendment@alamedactc.org, or

Address: 1111 Broadway, 8th Floor
Oakland, CA 94607

After the 45-day comment period, Alameda CTC staff will review and analyze the comments received and present the proposed amendment and comments to the Alameda CTC Planning, Policy and Legislation Committee for consideration and recommendation to the full Commission for action. To modify and amend the TEP, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners.

If you have any questions regarding this item, please contact me at tlengyel@alamedactc.org or 510.208.7402.

Sincerely,

Tess Lengyel
Executive Director

Attachment: May 28, 2020 Alameda CTC Commission Staff Report

cc: Christine Daniel, City Manager
City of Emeryville
cdaniel@emeryville.org

ACTC_AR1647

Memorandum

8.1

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

DATE:	May 21, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Recommendation

It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request (Attachment A) for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and 4) make associated technical amendments. Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. This is an action item and requires 2/3 approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Summary

The 2014 Measure BB TEP included $400 million for BART to Livermore. Since that time, a significant number of developments have occurred on the project and in the project area, as detailed in the Project Background section of this memo. The TVSJVRRA was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

In 2017, BART released the Draft Environmental Impact Report for BART to Livermore. In May 2018 the BART Board voted to certify the Final EIR. The Board also passed a motion directing the General Manager to not advance an alternative, effectively passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The TVSJRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the $400 million from the BART to Livermore TEP project to Valley Link. The TEP amendment process, as detailed later in this memo, requires a 45-day comment period by jurisdictions in Alameda County. This recommended action would authorize the initiation of the 45-day comment period. Staff will then return to PPLC and the Commission after the completion of the comment period for final action on the proposed TEP amendment. Once a final amendment is recommended to the Commission after the comment period, a 2/3 vote by the Commission is needed per the TEP Implementing Guidelines.

The proposed amendment includes the following elements, which are documented in Attachments B and C:

1) Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds (Attachment B, Plan Amendment Resolution).
2) Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.
3) Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.
4) Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above (as shown in Attachment C, TEP Redline Markups).

Project Background

A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years, there have been efforts by many residents, local elected officials, and other stakeholders to extend the BART alignment to Livermore, including planning, funding and project development efforts.

Regional and State Rail Planning

In 2007, the San Francisco Bay Area Regional Rail Plan developed by the Metropolitan Transportation Commission (MTC) identified the BART to Livermore extension as an important inter-regional rail connection. The Regional Rail Plan envisioned that BART should connect to the ACE train service in Livermore in order to provide a reliable and fast transit option for the growing congestion over the Altamont Pass and along the I-580 corridor. The importance of rail service between the Tri-Valley and San Joaquin Valley was reiterated in the 2018 California State Rail Plan, which calls for a Tri-Valley rail hub and increased rail frequencies and connectivity over the Altamont Corridor.

BART to Livermore Project

By the 1980s, the extension of BART further east in the Tri-Valley was already under serious consideration. In the mid-1980s, BART purchased a potential site for a future station near the Isabel Avenue and Interstate 580 interchange and a site in the vicinity of Greenville Road and Interstate 580 for purposes of preserving land for a potential station and yard/maintenance facility. In 1997, the Dublin/Pleasanton line was opened, with a West Dublin station added in 2011.

Numerous local and regional transportation measures have included support for BART to Livermore, starting with the 1986 Alameda County Measure B, which included $170 million for a "Rail extension to Dublin Canyon". The 2000 TEP included funding of $8.7 million for "I-580 Corridor/BART to Livermore Studies". Measure BB included $400 million in the 2014 TEP for "BART to Livermore". The project also received Regional Measure 1 bridge toll funding to advance planning and environmental work. In June 2018, Bay Area voters approved Regional Measure 3, which includes $100 million for "Tri-Valley Transit Access Improvements."

In 2010, after two years of analysis, BART completed a Program Environmental Impact Report (EIR) that evaluated the feasibility of five potential station sites and 10 different alignments for the BART to Livermore extension. In 2012, the BART Board of Directors directed its staff to advance the conceptual engineering and environmental review of a one-station extension to Isabel Avenue (Proposed Project), as well as to coordinate with the City of Livermore on the land use planning around the future station site.

In 2014, Alameda County voters approved Measure BB to fund the 2014 TEP, which includes $400 million in dedicated funding for the BART to Livermore extension. Measure BB commits funds to support construction of the extension of BART in the I-580 corridor using the most effective and efficient technology.

On July 31, 2017, BART released the Draft Project EIR evaluating the Proposed Project and alternatives. In May 2018, BART released the Final Project EIR. The BART Board certified the Final Project EIR on May 24, 2018 and directed staff to not advance a specific project.

As major transportation project planning and analysis was underway, cities also advanced land use planning around future rail service. The City of Livermore prepared the Isabel Neighborhood Plan and program-level EIR for development around a new station. The Livermore City Council adopted the Isabel Neighborhood Plan and certified the EIR for the Plan in May 2018.

ACEforward Program

The San Joaquin Regional Rail Commission (SJRRC) ACEforward program outlined a vision for a phased rail infrastructure and service improvement plan to increase frequency, increase service reliability, and enhance passenger facilities along the existing ACE service corridor from San Jose to Stockton, and to extend ACE service to Modesto and Merced. The (SJRRC) released a Draft EIR in May of 2017 that was later rescinded; however, the technical

documents developed by the SJRRC for the ACEforward Draft EIR were made available to the TVSJVRRA for advancement of the Valley Link Project Feasibility Report and Draft EIR.

Creation of TVSJVRRA

In 2017 Assemblymembers Catharine Baker and Susan Eggman authored AB 758, which created the TVSJVRRA. The TVSJVRRA is led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal established for the TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system that reflects regional consensus and meet the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with a feasibility report.

AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance the project per AB 758. The TVSJVRRA adopted several goals and policies to guide the development of the project.

A key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

TVSJVRRA Adopted Project Goals:

The following goals were adopted by the TVSJVRRA to address identified regional and economic and transportation challenges:

- Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs.
- Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction, and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link Project Development Policies

The TVSJVRRA adopted several policies to guide the development framework of the project, including the following sustainability and transit-oriented development policies:

- Sustainability Policy: Identifies implementing strategies to achieve a zero emissions system. The adopted Sustainability Policy includes a commitment to encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households. It further directs maximizing benefits to these communities and households in the project planning and design of Valley Link. Four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities.
- Transit Oriented Development (TOD) Policy: Support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:
    - Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
    - Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently submitted by the City of Livermore to MTC/ABAG as a new PDA.

Valley Link Project Description

Valley Link is a proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail services between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

Attachment D includes a summary fact sheet and diagram of the proposed project.

The project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021 respectively.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (per a 2014 TEP amendment), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

Other Agency Actions

Given the project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, the San Joaquin Council of Governments (SJCOG), SJRRC, BART, Alameda CTC and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project:

- MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Resolution Number 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.
- SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.
- BART: BART has committed staff to directly lead the early development of the project due to its expertise in developing and delivering similar projects, such as the e-BART extension to Antioch.
- Alameda CTC, the SJRRC and Caltrans have provided technical reviews of preliminary design plans and documents. In addition, the TVSJRRA is in discussion with the City of Tracy regarding donation of a key 200-acre parcel under City of Tracy ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $20 million and is currently being appraised.

Project Considerations

The project construction will have significant impacts on the I-580 Express Lanes, with major impacts anticipated during construction. The TVSJVRRA staff have been working with Alameda CTC, as well as Caltrans, to identify design and construction considerations. Alameda CTC staff have held several workshops with the project design team to evaluate the preliminary design plans and will continue to be engaged through the ESC and technical groups to provide policy and technical feedback during design development to ensure minimal impacts to the I-580 Express Lanes. Alameda CTC will continue to work closely with the TVSJVRRA as the project design advances, and will also conduct financial analysis to understand potential impacts to toll revenues during construction to ensure revenue losses are addressed.

Proposed Amendments

The amendment that has been requested to be made to the 2014 TEP includes two elements as follows:

- Amend to include the new entity of the TVSJVRRA
- Amend to include the Valley Link Project for $400 million

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP):

BART Extension and System improvements ($710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as provide local funding for a proposed BART extension in the eastern part of the county.

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP. The proposed changes include moving the project from page 18 from the BART section of the TEP to page 20 under the section

"Major Transit Corridor and Commuter Rail Improvements", remove references to BART as the agency leading the rail extension, change references from the BART to Livermore project to Valley Link on pages 2, 3, 14, 18, 19 (map) and add Valley Link to the map on page 21 (see Attachment C).

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements as shown on Attachment C.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Implementing Guidelines Related to this TEP Amendment

Once the 2014 TEP amendments are complete, all the implementing guidelines will be applicable to the project and project sponsor similar to all other TEP projects. Specifically, for this TEP amendment, the following guidelines describe requirements for the amendment as well as the new project sponsor.

4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

8. Strict Project Deadlines: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

Note: any new amendment that adds a project must comply with this provision and the start date of the seven years will be from the date of the adopted amendment.

11. Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring

requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.

14. No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.

18. New Agencies: New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Planning, Policy and Legislation Committee (PPLC)

At the May PPLC meeting, Alameda CTC staff provided the Committee an overview of the amendment process and schedule, and Michael Tree, Executive Director of the TVSJVRRA gave an overview of the project. Discussion focused on questions related to the timing of the need for the amendment and clarification on the action the Commission would be voting on in May. A number of comment letters were received and summarized verbally for the Committee by the Clerk and emailed to the Committee members as received. The set of public comment letters received for the PPLC meeting is included here as Attachment E. Comment letters sent by Commissioners in their capacity as local government officials are not included but may be expressed verbally by Commissioner at the full Commission meeting. PPLC voted unanimously to advance the item to the full Commission.

Next Steps

Upon Commission approval to initiate the TEP amendment process, a 45-day comment period for jurisdictions in Alameda County will commence. Staff will return to the Commission to report on the comments received and to recommend final action by the Commission later this year.

Fiscal Impact: There is no fiscal impact for this item associated with the requested action.

Attachments:

A. Letter from TVSJVRRA Requesting TEP Amendment
B. Draft Resolution for 2014 TEP Amendment
C. Proposed 2014 Measure BB Expenditure Plan Redline Markups and Technical Amendments
D. Valley Link Project Fact Sheet
E. Comment letters received

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Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

8.1A

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President, Mountain House

Boardmember Bob Woerner
LAVTA Boardmember

Boardmember Leo Zuber
Vice Chair, ACE

Michael Tree
Executive Director

May 4, 2020

Mayor Pauline Cutter, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, Ca 94607

Dear Chair Cutter,

This letter is intended to supersede the information in the letter written to Chair Valle on September 11, 2019 (attached) as it relates to the language to be amended in the 2014 Transportation Expenditure Plan currently found on page 18. Please use the following language for the amendment:

Valley Link Rail in Alameda County ($400 M)
This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Thank you,

Alameda County Supervisor Scott Haggerty, Chair

cc: Ms. Tess Lengyel, Executive Director, Alameda CTC

Valley Link
Connecting People, Housing, and Jobs

1362 Rutan Court, Suite 100 | Livermore, CA 94551 | (925) 455-7564 | valleylinkrail.com

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LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

September 11, 2019

Supervisor Richard Valle, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Valle,

In May of 2018 the BART Board decided not to extend conventional BART to Livermore in favor of deferring the development of a rail extension project to the newly established Tri-Valley – San Joaquin Valley Regional Rail Authority ("Authority").

In the statute that created the Authority, AB 758 (Eggman/Baker), the Legislature addressed the transfer of local funds to the Authority for the Valley Link project in Section 132658:

> "the unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority's purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 1800000)."

Over the past 18 months, the Authority has been actively engaged in the planning of Valley Link, a passenger rail project that connects with the Dublin/Pleasanton BART station and travels eastward to Livermore and beyond to communities in the Northern San Joaquin Valley. A key element of the Valley Link Funding Plan for the Dublin/Pleasanton connection with BART and rail construction to Livermore is the $400 million in Measure BB that is currently listed in the Alameda County 2014 Transportation Expenditure Plan ("Plan") for the BART to Livermore project. Per the requirements of the Plan, The Tri-Valley – San Joaquin Valley Regional Rail Authority requests the following amendments:

1. The Tri-Valley – San Joaquin Valley Regional Rail Authority, established by AB 758,be included as an eligible recipient of funds.
2. That the following, specific language be amended:

   Move and amend the following language from Page 18 of the Plan to Page 20:

Valley Link
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1362 Rutan Court, Suite 100 | Livermore, CA 94551 | (925) 455-7564 | valleylink.com

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REGIONAL RAIL AUTHORITY

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Director, Mountain House

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LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

~~BART to Livermore~~ Valley Link to Livermore ($400 M)
The project funds Valley Link ~~the first phase of a BART to extension~~ within the I-580 Corridor freeway alignment from the Dublin/Pleasanton BART station to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of or any element of this ~~first phase~~ project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

In accordance with the Alameda County 2014 Transportation Expenditure Plan Implementing Guidelines, the Tri-Valley – San Joaquin Valley Regional Rail Authority understands and can fully comply with the requirements of recipients of Measure BB funds, including, but not limited to, annual audits and compliance reporting, the establishment of separate accounting funds for Measure BB funds, independent Watchdog reviews, performance measures, environmental clearance timelines, timely use of funds, contracting requirements, public reviews and approvals.

Thank you for your consideration,

Alameda County Supervisor Scott Haggerty, Chair

cc: Mr. Art Dao, Executive Director, Alameda CTC

Valley Link
Connecting People, Housing, and Jobs
1362 Rutan Court, Suite 100 | Livermore, CA 94551 | (925) 455-7564 | valleylinkrail.com

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ALAMEDA County Transportation Commission

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

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Executive Director
Tess Lengyel

Draft

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Resolution No. 20-007

Resolution of the Alameda County Transportation Commission Amending the 2014 Transportation Expenditure Plan to Delete the BART to Livermore Project and add the Valley Link Project

WHEREAS, by action of the governing body ("Commission") of Alameda County Transportation Commission ("Alameda CTC") at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan ("2014 TEP"), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated $400 million to a project identified as "BART to Livermore," constituting the first phase of a San Francisco Bay Area Rapid Transit District ("BART") extension within the I-580 Corridor to serve residents and businesses in that Corridor.

WHEREAS, on May 24, 2018, the BART Board certified the Final Environmental Impact Report for the BART to Livermore project, but declined to approve the project as proposed nor any alternative for the project.

WHEREAS, Assembly Bill (AB) 758, as adopted by the State legislature and signed by the Governor, created the Tri Valley San Joaquin Valley Regional Rail Authority ("TVSJVRRA"), an entity led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal of TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley, to address regional economic and transportation challenges.

WHEREAS, AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance a rail extension in the Corridor, now identified as "Valley Link."

WHEREAS, a key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

WHEREAS, the Valley Link project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (subject to approval of this amendment to the 2014 TEP by the Commission), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

WHEREAS, given that the Valley Link project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (SJRRC), BART, Alameda CTC, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project, as outlined below:

MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.

WHEREAS, the 2014 TEP and Public Utilities Code Section 180207 together provide that the 2014 Plan may be modified if an amendment is approved by a two-thirds vote of the Commission.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended to delete the BART to Livermore Project and all references to that Project;

BE IT FURTHER RESOLVED that the Tri Valley San Joaquin Valley Regional Rail Authority be recognized as an eligible agency for recipient of funds in the 2014 TEP;

BE IT FURTHER RESOLVED that the Valley Link Rail Project in Alameda County with an allocation of $400 Million is placed in the 2014 TEP, described as follows:

This project funds the first phase of a Valley Link rail project from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BE IT FURTHER RESOLVED that the 2014 TEP be amended to include the following specific description of the Valley Link Project:

A proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail. The project is generally shown on the diagram below:

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 28, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

_____ _____

Pauline Russo Cutter, Vanessa Lee,

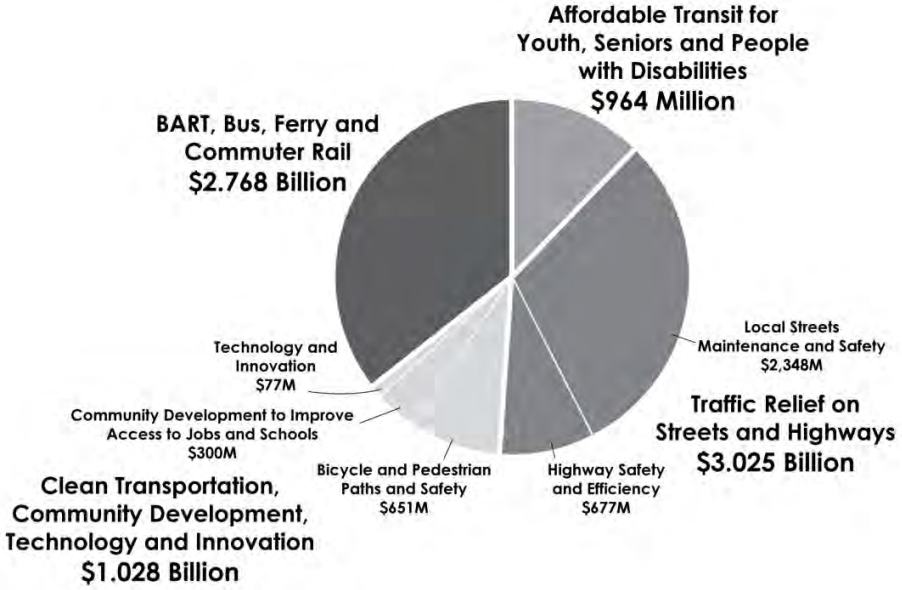
Chair, Alameda CTC Clerk of the Commission

INTRODUCTION

Summary of Investments	FUNDS ALLOCATION* ($ x million)
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	**$1,587**
BART Expansion and Maintenance	$349 ~~$749~~
Bus Operations, Maintenance and Rapid Bus Projects	$1,548
Commuter Rail Improvements	$832 ~~$432~~
Ferry Services in Alameda County	$39
Affordable Transit for Youth, Seniors and People with Disabilities	**$964**
Affordable Youth Transit to School and Transit Innovation	$190
Affordable Transit for Seniors and People with Disabilities	$774
Traffic Relief on Streets and Highways	**$3,025**
City and County Streets*	$2,348
Highway Safety and Efficiency	$677
Clean Transportation, Community Development, Technology and Innovation	**$1,028**
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	$651
Community Development Projects to Improve Access to Jobs and Schools	$300
Technology and Innovation	$77
TOTAL INVESTMENTS (YEAR 2015 TO 2045)**	**$7,785**

Notes:
*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.
**Estimated funds from 2015 to 2045 are anticipated to be almost $8 billion.

$7,785 in Total Investments Year 2015 to 2045



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount ($ x millions)	% of Total Funds
BART, Bus, Senior, and Youth Transit (48%)	Transit: Operations, Maintenance, and Safety Program	AC Transit	$1,455.15	18.8%
		Altamont Commuter Express	$77.40	1.0%
		BART Maintenance	$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	$38.70	0.5%
		Livermore Amador Valley Transit Authority	$38.70	0.5%
		Union City Transit	$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	$15.00	0.19%
		Subtotal	**$1,857.63**	**24%**
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	$232.20	3.0%
		East Bay Paratransit - AC Transit	$348.31	4.5%
		East Bay Paratransit - BART	$116.10	1.5%
		Coordination and Service Grants	$77.40	1.0%
		Subtotal	**$774.01**	**10%**
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	$10.0	**14%**
		Alameda to Fruitvale BART Rapid Bus	$9.0	
		Grand/MacArthur BRT	$6.0	
		College/Broadway Corridor Transit Priority	$10.0	
		Subtotal	**$35.0**	
	BART System Modernization and Expansion	Irvington BART Station	$120.0	
		Bay Fair Connector/BART METRO	$100.0	
		BART Station Modernization and Capacity Program	$90.0	
		~~BART to Livermore~~	~~$400.0~~	
		Subtotal	**$~~710.0~~310.0**	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	$120.0	
		Union City Intermodal Station	$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	$110.0	
		Oakland Broadway Corridor Transit	$10.0	
		Capitol Corridor Service Expansion	$40.0	
		Valley Link	$400.0	
		Subtotal	**$~~355.0~~755.0**	
	TOTAL		**$3,731.64**	**48%**

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.
BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.
All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

ACTC_AR1667

BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments. Funds for operations and maintenance will be provided to transit operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing ~~BART~~ rail system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, $1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

Transit Operations and Maintenance Program (21.55% of net revenue, estimated at $1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) $Millions
AC Transit	18.8%	$1,455
ACE	1.0%	$77
BART Maintenance	0.5%	$39
WETA (ferries)	0.5%	$39
LAVTA (WHEELS)	0.5%	$39
Union City Transit	0.25%	$19
Total Transit Operations	**21.55%**	**$1,668**

Affordable Youth Transit Pass Program ($15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at $175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

ACTC_AR1668

BART STATION ~~EXTENSION~~ AND SYSTEM IMPROVEMENTS ($37~~7~~10 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system~~, as well as provide local funding for a proposed BART extension in the eastern part of the county.~~

~~BART to Livermore ($400 M)~~

~~This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.~~

BART Station Upgrades and System Improvements ($310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.



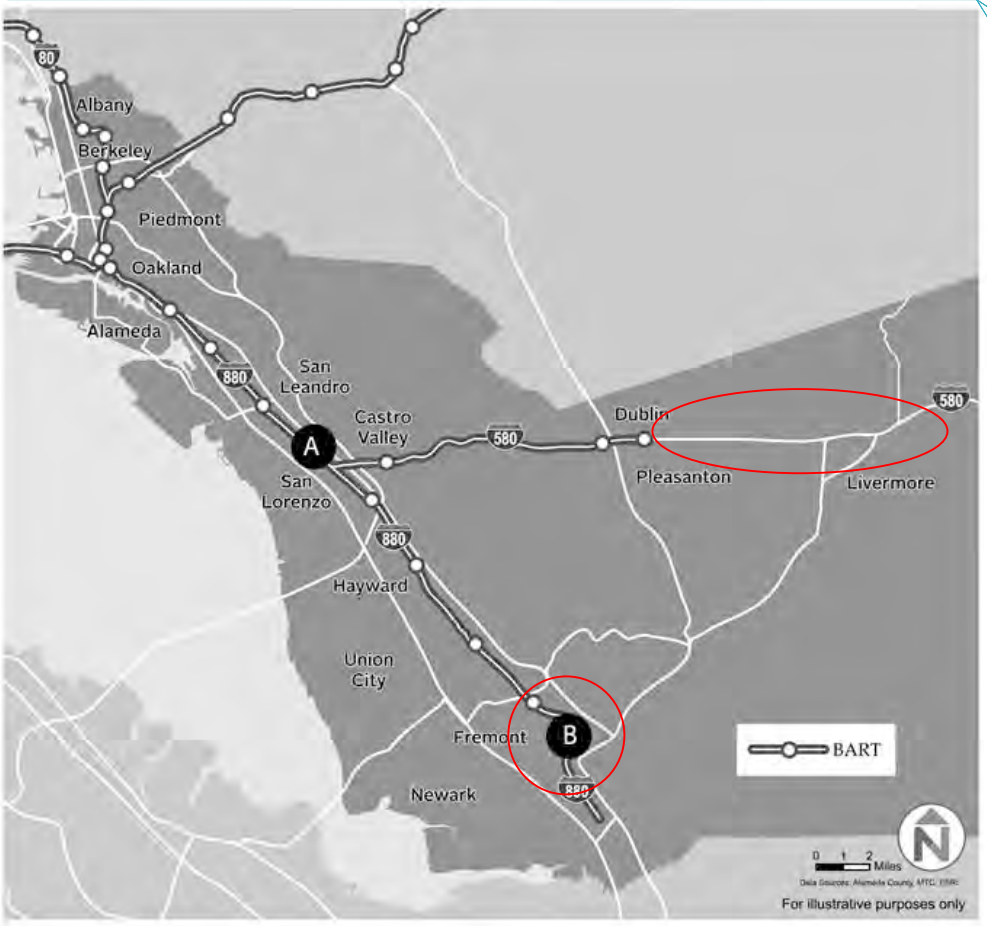
- **The Bay Fair Connector/BART METRO project will receive $100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive $90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.

- **The Irvington BART Station will receive $120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

ACTC_AR1669

BART INVESTMENTS



A Bay Fair Connector / BART METRO

B Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities

Commented [ACTC1]: Bottom circle: The new "B" is Irvington BART Station, and below that removal of "C"

Commented [ACTC2]: Top circle: Removal of the original "B – BART Extension to Livermore (within the I-580 corridor)"

Commented [ACTC3]: Middle circle: Change the original "C – Irvington BART Station" to a new "B"

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS ($~~355~~ 755 M)

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Corridor Area Transportation Improvements ($120 M)

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

Union City Intermodal Station ($75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.



Capitol Corridor Service Expansion ($40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

Railroad Corridor Right of Way Preservation and Track Improvements ($110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

Oakland Broadway Corridor Transit ($10 M)

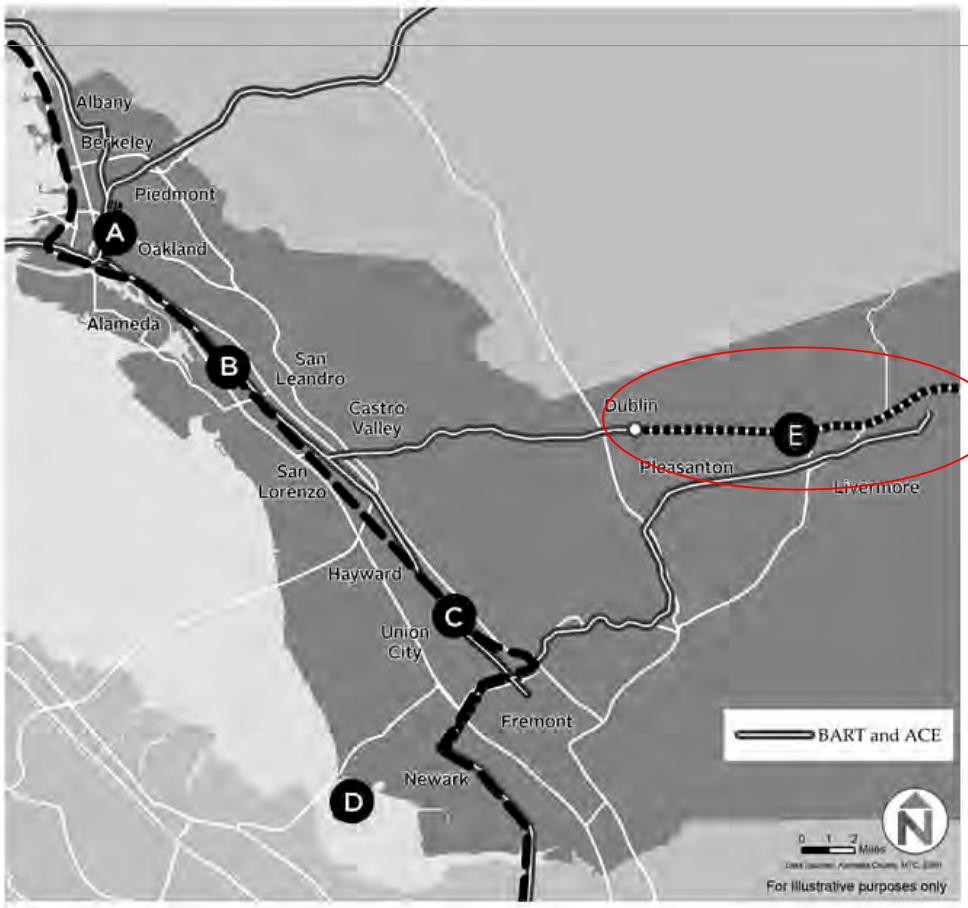
This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

Valley Link Rail in Alameda County ($400 M)

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

ACTC_AR1671

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



A Broadway Corridor Transit

B Capitol Corridor Service Expansion

C Union City Intermodal Station

D Dumbarton Corridor Area Transportation Improvements

E Valley Link Rail

Not Shown:
- Railroad Corridor Right of Way Preservation and Track Improvements

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Valley Link

Connecting People, Housing, and Jobs

Fact Sheet

Project Overview

Connecting San Joaquin Valley to the Bay Area. Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

A Seamless Connection to BART. The first phase of service will provide a seamless and timed connection to BART, with service from North Lathrop to the Dublin/ Pleasanton BART station.

Frequent and Reliable Service. Trains will run throughout the day in both directions with the goal of matching BART frequency and hours of operation.

Initial Service Characteristics

	PEAK	OFF-PEAK
Between Dublin/ Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)



As of APRIL 2020

Tri-Valley • San Joaquin Valley REGIONAL RAIL AUTHORITY



By the Numbers

- **9,3500 Bay Area workers** - commuting from San Joaquin Valley today
- **42 Miles** - using existing transportation corridors
- **7 Stations** – Dublin/Pleasanton, Isabel, Mountain House, Tracy, River Islands, North Lathrop
- **78 Minutes** - current average commute each way
- **28 days** – total commute time per year for average commuter
- **75% increase** - commute traffic on I-580 by 2040
- **58% increase** – truck traffic on I-580 by 2040
- **25 daily round-trips** - by Valley Link trains each day in 2040
- **28,000 riders** – estimated in 2040 for Valley Link per day
- **99.4 Million** – reduction in Vehicle Miles Traveled (VMT) per year in 2040
- **33,000 metric tons** – reduction in greenhouse gas emissions (GHG) per year
- **0 Emissions** – battery-electric and hydrogen vehicle technologies under development
- **$2.4 Billion** - cost of Valley Link Phase 1 from Dublin/ Pleasanton BART to North Lathrop, in year of expenditure
- **$628 million** - identified as available for the project:
  - **$400 million** - Measure BB funds
  - **$188 million** - Bridge Toll funds
  - **$40 million - impact fees from the City of Livermore**
- **2027 – target date for Valley Link revenue service**

Project Benefits

Valley Link aims to be a model of sustainability in the design, construction and operation of the system. It is vital to our state's economy, environment and the quality of life in our communities:

- Serves communities and households in the Northern San Joaquin Valley with some of our state's highest poverty rates;
- Promotes equity by maximizing benefits to disadvantaged communities
- Links the Northern California Megaregion's workforce to affordable housing;
- Readily connects our state's future high-speed rail system to BART;
- Provides direct and seamless service to major employment centers in all parts of the Bay Area;
- Provides opportunities for compact transit-oriented development; and
- Will have a significant impact on the reduction of VMT and greenhouse gas emissions.
- Operates on renewable energy

Sources:
Bay Area Economic Institute Valley Link Project Feasibility Report (October 2019)
San Joaquin County Council of Governments

For more information about Valley Link, visit **www.valleylinkrail.com**

Building and Construction Trades Council of Alameda County, AFL-CIO

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Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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Bay Area Transportation Working Group (BATWG)

May 11, 2020

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation Committee

Alameda County Transportation Commission (ACTC)

1111 Broadway, Suite 800 Oakland, CA 94607

Dear Commissioner Ortez:

It has come to our attention that the ACTC is thinking of reallocating the Measure BB funds set aside for the Livermore BART connection to "Valley Link". We urge you to desist.

For one thing such an action would make a mockery of what the Alameda County voters voted for in 2016. For another it would deny the people of Livermore the one good way of getting from their city to the East Dublin BART Station.

At the time the BART Board was considering whether or not to put the Measure BB $400 million toward a proposed $3.2 billion BART extension to Greenville Road, BATWG conducted an extensive investigation of the bus alternative. It was our conclusion that in terms of improving the access of the people of Livermore to BART, well-appointed buses (patterned after the privately-operated hi-tech buses) operating in bus-only lanes would be a far cheaper and better option. At the time we envisioned three separate lines originating in separate parts of Livermore all traveling out-of-traffic, at least during commute hours, to the Station.

Sincerely,

Gerald Cauthen
Co-Founder and President,
Bay Area Transportation Working Group
510 208 5441
www.batwgblog.com

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From:	Angie Ayers
To:	Angie Ayers
Cc:	Tess Lengyel; Vanessa Lee
Subject:	FW: Bike East Bay comments on Valley Link
Date:	Monday, May 11, 2020 12:23:17 PM

Hello Commissioners,

Please see the below public comment for item 5.1.

Regards,
Angie

Angie Ayers, Associate Administrative Analyst
Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607
Phone: 510.208.7450 direct dial | 510.208.7400 main line
Email: aayers@alamedactc.org Website: www.alamedactc.org
Facebook: www.facebook.com/alamedactc Twitter: @alamedactc

From: Vanessa Lee
Sent: Monday, May 11, 2020 12:20 PM
To: Dave(dave@bikeeastbay.org) Campbell <dave@bikeeastbay.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>; Angie Ayers <aayers@alamedactc.org>
Subject: RE: Bike East Bay comments on Valley Link

Received. Thank you.

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Dave Campbell <dave@bikeeastbay.org>
Sent: Monday, May 11, 2020 12:19 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Bike East Bay comments on Valley Link

Commission

We support transit, and possibly this project too, but have questions and concerns around:

1. The lack of public outreach in Livermore to generate support for this project. Measure BB in Livermore did not get a ton of support and BART was controversial. RM3 get even less support in Livermore. We don't want this project to be controversial like the BART project was. The Isabel Neighborhood Plan was controversial too because of BART. Where are the residents of Livermore on this project?;
2. Hour headways off -peak is poor public transit, and is in fact commuter rail. This corridor needs good transit. What can be done to convert this project from commuter rail to good transit?
3. Can we hear more about the financial crisis and how this project is affected? It's concerning to hear a presentation that does not acknowledge the current financial crisis.

Thank you for more clarifying information.

--
Dave Campbell
Advocacy Director
Bike East Bay
****
Office: 466 Water Street at Jack London Square in Oakland
Mail: PO Box 1736, Oakland, CA 94604
Cell: (510) 701-5971
BikeEastBay.org

Learn how COVID-19 is impacting Bike East Bay events and activities.

From:	Vanessa Lee
To:	Angie Ayers
Subject:	FW: Public Comment for item 5.1 at ACTC"s PPLC meeting on Monday 5/11
Date:	Monday, May 11, 2020 11:26:37 AM
Attachments:	hyperlinked_PPLC_Agenda_20200511.pdf

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, May 7, 2020 1:42 PM
To: Vanessa Lee <VLee@alamedactc.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>
Subject: Public Comment for item 5.1 at ACTC's PPLC meeting on Monday 5/11

Hi Vanessa-

I hope you are staying healthy and safe. Considering that I cannot attend next Monday's PPLC meeting in person due to the SIP, please make sure my comments are read into the record for Public Comment as part of agenda item 5.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti
(925) 858-5303

Dear Chair Ortiz and Honorable Commissioners:

On behalf of the Innovation Tri-Valley Leadership Group, I respectfully request for the PPLC to support the Staff recommendation to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. Our Committee worked to ensure that the Expenditure Plan included the fulfillment of plans dating back to the 1960's which envisioned a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. This vision was part of the plan approved by the voters of Alameda County. Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it.

Four years later in May of 2018, the BART Board certified the BART to Livermore EIR but transferred the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley to the Tri-Valley - San Joaquin Valley Rail Authority. The Authority has since completed a Feasibility Report for Valley Link, a project proven to be cost effective and efficient, estimated to carry between 26,000 and 28,000 riders a day in the highly congested I-580 corridor.

With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority that will benefit the environment, the economy and the quality of life of residents and

Bay Area workers. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete the project. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision of Measure BB for rail connectivity in the Tri-Valley, and I urge the Committee to approve the item.

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group
925.858.5303
tsbranti@innovationtrivalley.orgwww.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

May 8, 2020

Elsa Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: PPLC Agenda Item 5.1 – Tri-Valley-San Joaquin Valley Regional Rail Authority Request for 2014 Measure BB Transportation Expenditure Plan Amendment – **SUPPORT**

Dear Chair Ortiz:

I am writing on behalf of the Livermore Valley Chamber of Commerce (LVCC), a business membership organization with nearly 500 members from a cross-section of private/public and non-profit industry sectors that employ nearly 20,000 workers. Ensuring that public dollars are wisely spent and that taxpayers receive a good return on their investment, while responsibly planning, funding, and maintaining and operating our transportation system is a key policy priority for LVCC.

LVCC supports the above referenced item, advancing the efforts to close the gap in the I-580 corridor for an urgently needed and long-awaited, effective rail connection between Livermore and the Dublin/Pleasanton East BART station. I reiterate the support formerly expressed by LVCC over many years for planning and funding support for such a project. LVCC appreciates the wisdom of the leaders of the Alameda County Transportation Commission in designating significant funding in Measure BB (which was supported by LVCC) to provide for a future rail connection in this corridor. In light of events that have transpired since the approval of BB, your prudent actions necessary to amend the expenditure plan to accommodate the request by the Tri-Valley-San Joaquin Valley Regional Rail Authority is welcomed and appreciated. LVCC recognizes and strongly supports the efforts of the TVSJRRA to effectively deliver a rail connection project in this corridor within the next few years.

We look forward to moving forward with this initiative and this project, and stand ready to support you in this action.

Respectfully,
Dawn P. Argula
Dawn P. Argula
CEO/President

C: Scott Haggerty, First District Supervisor, Alameda County BOS
Tess Lengyel, Executive Director, Alameda County Transportation Commission
Michael Tree, Executive Director, Valley Link
John Marchand, Mayor, City of Livermore

Livermore Valley Chamber of Commerce
2157 First Street Livermore CA 94550
925.447.1606
www.livermorechamber.org

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SIERRA CLUB
SAN FRANCISCO BAY

Serving Alameda, Contra Costa, Marin and San Francisco counties

May 11, 2020

Via email to: vlee@alamedactc.org

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation (PP&L) Committee
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: PP&L Agenda item #5.1 – Approve Tri-Valley- San Joaquin Valley Regional Rail Authority (TVSJVRRA, aka Valley Link) Request for a 2014 Measure BB Transportation Plan Expenditure (TEP) Amendment

Dear Chair Ortiz and Members of the PP&L Committee:

On behalf of our more than 13,500 members in Alameda County, the Sierra Club writes to respectfully express great concern about Item #5.1 on your Agenda for Monday May 11, 2020. We believe that there are far too many issues and questions that should be addressed before the recommended actions move forward.

We recognize that the proposed actions before your Committee are just the beginning of a process to reprogram the sales tax funds that were approved by voters for "BART to Livermore." But as set forth in the staff memo, the proposed actions, and their timing, would establish dangerous precedents for lack of planning and financial responsibility. There is simply no need to rush into the proposed actions, particularly in the context of the current health and financial crises being faced by the State and local communities. Why not first take time for responsible analysis and an opportunity to see if-how-and-when recovery is able to occur, before committing funds that may not materialize for years to come?

Every responsible forecast is anticipating that "the future of work" will be different, post-pandemic, than we have ever been experiencing previously. Why base such a massive investment of public funds on what is already and at best "old data?"

The first Agenda request is that the TVSJVRRA be acknowledged as a new agency in Alameda County that can be an eligible recipient of Measure BB funds. While this

2530 San Pablo Ave., Suite I, Berkeley, CA 94702 Tel. (510) 848-0800 Email: info@sfbaysc.org

should be the least controversial element of the requests, nothing in the staff memo identifies the potential magnitude of impacts on other Measure BB transit recipients. There is no operating budget provided in the Committee materials. Can taxpayers and pre-pandemic passengers be assured that this new system will not become a drain on other, voter-approved transit agencies in the County?

The second and third requests would remove “BART to Livermore” from the TEP and substitute Valley Link with no consideration of possible alternatives – why? The project list for Measure BB was the result of years of input and deliberation by Community and Technical Working Groups. Why not have a full and fair competition for alternative uses of these funds, throughout the full list of “BART, Bus, Senior, and Youth Transit” options identified as the relevant “Type” on page 3 of the TEP (page 24 of the Committee packet), especially with the enormous uncertainties facing projections for both traffic and funding revenues?

Implementing Guideline 22 of the Measure BB TEP is surprisingly omitted from the staff memo, but supports this broadened approach, stating:

> **22. Fund Allocations**: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

Even the language from AB 758 (Eggman/Baker, PUC section 132658) that is quoted in the “superseded” request dated September 11, 2019, recognized that there was no entitlement to the “local funds controlled by the Alameda County Transportation Commission.”

It should also be noted that the proposed description and conditions regarding Valley Link delete and/or change significant descriptive and cautionary language (which was carefully negotiated and voter-approved) before funds may actually be “used.” The text below sets forth full “before and after” language in a single view for the information of Commissioners and the public:

> ~~BART to Livermore ($400 M)~~
> Valley Link rail in Alameda County ($400 M)
>
> This project funds the first phase of a ~~BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ Valley Link rail extension from the existing Dublin/ Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.

> Funds are for construction for any element of this first phase project and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an ~~detailed~~ alternative assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Why are voter and environmental protections proposed to be removed for this new project? Do Commissioners really think this is wise and appropriate? Why not, at a minimum, wait until the requisite Environmental Review is both released in draft form and then completed? – This critical document is already a year behind the previous schedule.

Where is the San Joaquin County commitment to support their own residents who are likely to be the primary beneficiaries of this project? The proposed resolution merely states that:

> SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from ***future*** measures and state funds. **(emphasis added)**

Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and operations for this multi-county project. “Leveraging” of other funds should, at a minimum, be based on full and fair participation from designated “partners.”

Several places in the proposed “amendments” describe Valley link as “Commuter Rail," despite the fact that it is proposed to operate throughout the day. Subsection 49 CFR 37.3 in relevant part defines “commuter rail” as

> *Commuter rail transportation* means short-haul rail passenger service operating in metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fare, multiple ride, and commutation tickets and by morning and evening peak period operations. This term does not include light or rapid rail transportation.

Is this an attempt to obviate or avoid an obligation for ADA complementary paratransit service for passengers, or attempted passengers, who may have difficulty using the train service?

We must also ask if ACTC or Valley Link have informed MTC and ABAG that the proposed project will facilitate inter-regional commuting, contrary to the intent of SB 375 and the Bay Area's Sustainable Communities Strategy.

This message sets forth only some of the most obvious concerns about the proposed Measure BB actions. There are certain to be more, but disclosure by ACTC and Valley Link should not be delayed until the end of the requisite "public comment" period. The Sierra Club respectfully requests, and urges at a minimum, that the questions and issues noted above be addressed before any Commission action to consider Valley Link's requests. To do any less would call into question Commissioners' significant public service obligations to Alameda County voters, taxpayers, and residents. We look forward to working with you and ACTC staff to consider a full range of responsible uses of Measure BB funds. If you have any questions, or desire further information, please do not hesitate to contact Matt Williams at mwillia@mac.com.

Sincerely,

ss/
Matt Williams
Chair, Chapter Transportation and Compact Growth Committee

ss/
Dick Schneider
Chair, Chapter Tri–Valley Group Executive Committee

ss/
Eric Parfrey
Volunteer Leader, Mother Lode Chapter

Cc: Sierra Club California Director Phillips
San Francisco Bay Chapter Executive Committee Chair Bolotina
San Francisco Bay Chapter Director Berbeco

Memorandum 8.1F: Handout

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

DATE:	May 28, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy Vanessa Lee, Clerk of the Commission
SUBJECT:	Additional Public Comment Submissions regarding the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP)

Please find all written public comments received for the May 28, 2020 Commission meeting Item 8.1: Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan that were submitted after the Commission packet was distributed and were received by the 5 p.m. deadline notice on the agenda. These comments are in addition to those already distributed at Attachment E to item 8.1 in the Commission meeting materials. (*listed in alphabetical order):*

- Alameda County Taxpayers Association
- BART (1)
- BART (2)
- Bay Area Council
- Bay Area Transportation Working Group
- Building & Construction Trade Council of Alameda County
- Chabot-Las Positas Community College
- City of Dublin
- City of Livermore
- City of Pleasanton
- Innovation Tri-Valley Leadership Group
- Laborers' Local 304
- Livermore Amador Valley Transit Authority
- Pleasanton Chamber of Commerce
- Train Riders Association of California

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From: Marcus Crawley
To: Vanessa Lee
Subject: Tri Valley $400 million
Date: Saturday, May 23, 2020 7:59:43 AM

Pauline Cutter, Chair, and ACTC Commissioners May 22, 2020
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)

Dear Chair Cutter:

The Alameda County Taxpayers Association (ACTA), a 501(c)(4) organization, represents the taxpayers of this County in advocating legal and productive expenditures of taxpayer funds. As such, ACTA is a statutory appointer of a member of the ACTC Independent Watchdog Committee.

Alameda County Taxpayers Association [ACTA] is troubled by plan to transfer $400 million BART funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority. The Alameda County voters approved the Special Tax of Measure BB and to be dedicated for Alameda County transportation projects such as the BART to Livermore extension. The foremost consideration of ACTC must be the will of the voters. ACTC must narrowly construe the intention of the voters regarding the 'specific purposes' of the Measure BB special sales tax. The voters did not contemplate that the Measure BB taxes would single-handedly fund multi-county projects in the absence of funds contributions from other counties. When the Tri-Valley Authority has produced its share of the project funding, the ACTC can plan how to spend Tri-Valley Authority funds. ACTA will vigorously oppose any plan to divert these funds away from a voter-approved project.

For the present ACTC must demonstrate that it can plan a viable project by solving the BART to Livermore extension. This Committee must demonstrate leadership and build consensus on existing Alameda County projects, not leap ahead to the next glorious project that has not even been planned. As a first step in leadership, the committee should use its power to make the promised annual audits of Measure BB expenditures a reality.

We call on ACTC to table this action until such time as a proper study be made of this project and the logical alternatives, including a long-haul commuter express bus network for both Eastern Alameda County along the I-580 Corridor and over the hills from the Central Valley. We certainly have no objection to working jointly with Central Valley governments and other interest groups on a project of mutual benefit. However, we do not understand why ACTC is proposing that the Alameda County taxpayers be the first to transfer funds approved by the voters to benefit primarily Alameda County residents to a project that would instead primarily benefit residents of other counties – particularly since there is no commitment from those counties, or even an idea of when such a commitment might be made.

The $400 million was originally approved by the voters as part of Measure BB in 2014 for a BART extension to Livermore. The BART Board elected not to pursue this, so we agree it is proper to study other transportation improvements in this corridor – but, we believe that the first priority should be for what the voters intended, benefits for the residents and travelers along the I-580 corridor in the Eastern Tri-Valley area.

We do not object to the study of rail alternatives in this corridor and into the Central Valley, either BART or commuter/inter-city rail. But, in our role as a taxpayer advocate, we believe that it would be improper to advocate for rail unless and until a proper, unbiased study fairly considers other options, including a bus system on dedicated lanes, that could require far less taxpayer dollars and could be completed much faster. If the study shows that Valley Rail is the best option and is fair to the taxpayers and the traveling public, and is feasible, then ACTC should consider this $400 million reallocation at that time.

We do not understand the necessity nor the benefit of making this decision so early in the planning process.

I will be commenting on this matter at the Commission meeting.

Thank you for your consideration of the position of the Alameda County Taxpayers Association on this important matter before the Commission.

Respectfully submitted,

Marcus Crawley -President of

ACTA

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As BART Director (District 5) and representative for my constituents and taxpayers in the Tri-Valley area, I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades. The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

I urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

John McPartland
BART Director, District 5

www.bart.gov

Cc: BART Directors and Board Appointed Officers
Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

Via Email

Mayor Pauline Cutter, Chair
c/o Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 95607
vlee@alamedactc.org

RE: Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request

Chair Cutter:

Thank you for the opportunity to comment on the above referenced item. On behalf of the San Francisco Bay Area Rapid Transit District (BART), I would like to express support for beginning a 45-day comment period on the proposed amendment to the 2014 Measure BB funded TEP, as described in the staff memorandum.

In May 2018, the BART Board of Directors certified the Final Project EIR for the BART to Livermore extension, and directed staff not to advance a specific project in the Tri-Valley. Pursuant to AB 758 (Baker), the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) at that point assumed responsibility to advance a rail project in the corridor. Since then, BART staff have been engaged with the TVSJVRRA throughout project feasibility and initial design and environmental assessments of the proposed Valley Link Rail project, and this coordination continues.

Because of this, BART supports the action to begin the public comment period for the amendment to the TEP naming the TVSJVRRA as an eligible recipient of Measure BB funds and specifically naming the Valley Link project in place of BART to Livermore. It is important to hear from Alameda County residents and other stakeholders. The District anticipates submitting a more detailed set of comments during the official 45-day comment period that this action will kick-off.

Please do not hesitate to contact me or my staff with any additional questions.

Sincerely,

Robert M. Powers
General Manager

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BAYAREA COUNCIL
Shape the Future

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Jim Wunderman

Jim Wunderman
President & CEO
Bay Area Council

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

Bay Area Transportation Working Group

May 23, 2020

Pauline Cutter, Chair, and ACTC Commissioners

Alameda County Transportation Commission

1111 Broadway, Suite 800

Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda Item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)"

Dear Chair Cutter:

The Bay Area Transportation Working Group (BATWG) is an Oakland-based 501(c)(3) composed of senior transportation experts and advocates with centuries of collective experience in California, Bay Area, and Alameda County transportation issues and projects.

At BATWG's May 21, 2020 meeting there was a discussion of the proposed diversion of Alameda County Measure BB funds to Valley Rail. After the discussion the vote was unanimous; we believe this action would be inappropriate and unwise.

What Valley Rail needs most right now is a full, proper, and unbiased study of its feasibility – including projected ridership, cost-effectiveness and identified sources of funding, all in comparison with the other transportation options for the corridor and all taking the changes brought on by COVID into full account.

In 2017, when the question how to use this $400 million was before the BART Board, the BART staff recommended a significantly upgraded bus option on grounds that it would better serve the transportation needs of Pleasanton and Livermore than an expensive 10-mile extension of BART to Livermore's Greenville Road would. BATWG strongly supported the staff's recommendation and subsequently submitted a list of proposed bus system enhancements.

The original BART Extension project approved by the Alameda County voters was intended to benefit the people of Alameda County, including the residents of

Pleasanton and Livermore Area and those traveling to those cities from more westerly Alameda County locations. Obviously, this was a project that the Alameda County taxpayers were willing to support because the vast majority of the benefits would accrue to Alameda County residents and taxpayers. Valley Rail, which includes five stations in the Central Valley and only three in Alameda County, is intended to primarily benefit non-Alameda County residents.

There is no reason or justification for diverting $400 million in BB funds to Valley Rail at this time.

The Bay Area Transportation Working Group looks forward to working with the ACTC in working to improve transportation in the I-580 Corridor.

Respectfully submitted,

Gerald Cauthen PE

President and Co-founder

Bay Area Transportation Working Group (BATWG)

510 208 5441

www.batwgblog.com

Building and Construction Trades Council of Alameda County, AFL-CIO

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Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

Andreas Cluver
Secretary-Treasurer

Rob Stoker
President

Rafael Gonzalez
Vice President

Che Timmons
Sergeant in Arms

Auto & Marine Painters, #1176
Boilermakers, #549
Brick & Tile Layers, #3
Carpenters, #713
Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

May 26, 2020

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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CHABOT
LAS POSITAS
COMMUNITY
COLLEGE
DISTRICT

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The CLPCCD and, especially Las Positas College, as evidenced by our MOU with LAVTA, recognize the value of public transportation in meeting sustainability goals and facilitating travel to and from the college. Specifically, the largest benefactor of these two projects will be Las Positas College, and the community we serve which encompasses over 9,200 students and 500 employees. Our research shows that our public transportation usage average is 10,000 individual rides per month and nearly 500 students take the bus each business day. Of our total student population, 20% take classes at both campuses. A rail extension to Livermore would support and facilitate the needs of student populations from both the Tri-Valley and 880/580 corridors. We know there is still a great need for additional public transportation options for all of our students and employees.

CLPCCD provides educational opportunities and support for completing of students' transfer, associate degree, basic skills, career technical education, and retraining goals. We serve, annually, approximately 29,000 students. Our employees and students use public transportation to get to and from their homes to our places of work.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Ronald P. Gerhard
Chancellor

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

CHABOT-LAS POSITAS COMMUNITY COLLEGE DISTRICT BOARD OF TRUSTEES

Edralin J. "Ed" Maduli, President
Genevieve Randolph, Secretary
Hal G. Gin, Ed.D.
Linda Granger
Maria L. Heredia
Tim Sbranti

Ronald P. Gerhard, Chancellor

OFFICE OF THE CHANCELLOR

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DUBLIN
CALIFORNIA
THE NEW
AMERICAN
BACKYARD

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

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The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Linda Smith
E33836CEEC044E0...

Linda Smith
City Manager, City of Dublin

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
925.833.6640
Fire Prevention
925.833.6606
Human Resources
925.833.6605
Parks & Community Services
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Police
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Public Works
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Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

LIVERMORE
CALIFORNIA

May 28, 2020

The Honorable Pauline Russo Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Agenda Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. Position of support.

Dear Chair Cutter:

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire County by reducing traffic over the Altamont Pass and through the congested I-580 and I-680 corridors. An estimated 93,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses, teachers, and people employed in manufacturing in the Tri-Valley and throughout Alameda County. Many of these Bay Area workers have been priced out of the communities they serve by rising housing costs and are suffering through an average 78-minute commute each way.

The environmental benefits of Valley Link are significant. Valley Link offers a rail alternative for those commuting by automobile. An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles

Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year.

Valley Link supports construction of badly needed affordable housing. Through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The Isabel Neighborhood Specific Plan, developed around the Valley Link station at Isabel Avenue, includes 4,095 new multifamily housing units with a mandatory 20% minimum affordable requirement with an overall goal for 25% affordable units in the Plan area.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will help ensure that this vital project can move forward to benefit the entire County and that commitments to the Tri-Valley are finally met.

Sincerely,

John Marchand

John Marchand
Mayor

cc: Supervisor Scott Haggerty
Tess Lengyel, ACTC Executive Director

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THE CITY OF
PLEASANTON

May 26, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that all of our Tri-Valley residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

P. O. Box 520, Pleasanton, CA 94566-0802 **123 Main Street**

City Manager
(925) 931-5002
Fax: 931-5482

City Attorney
(925) 931-5015
Fax: 931-5482

Economic Development
200 Old Bernal Avenue
(925) 931-5038
Fax: 931-5476

City Clerk
(925) 931-5027
Fax: 931-5492

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We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Nelson Fialho
9B5F9FFD0C8544D...

Nelson Fialho
City Manager

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Pleasanton City Council

From:	Tim Sbranti
To:	Vanessa Lee
Subject:	Public Comment for Item 8.1 at ACTC meeting on Thursday 5/28
Date:	Tuesday, May 26, 2020 11:26:55 PM

Hi Vanessa-

I hope you are doing well. Please make sure my comments are read into the record for Public Comment as part of agenda item 8.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti

Dear Chair Russo Cutter and Honorable Commissioners:

On behalf of the business and civic leaders who comprise the Innovation Tri-Valley Leadership Group, please support the Staff recommendation and the unanimous decision from PPLC to amend the Measure BB Transportation Expenditure Plan and replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. As Commissioner Haggerty pointed out at the PPLC meeting, a deliberate decision was made to ensure that priorities of leaders in each of ACTC's 4 planning areas were included in the measure. The priority in 2014 remains the same as it was 50 years as it is today.....establishing a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision approved by the voters of Alameda County for rail connectivity in the Tri-Valley.

Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it. Considering that the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley was transferred in 2018 from BART to the Tri-Valley - San Joaquin Valley Rail Authority, now is the time to transfer the funds as well for rail in the Tri-Valley. In recent months, the Authority has completed a Feasibility Report for Valley Link, a project proven to be cost-effective and efficient, estimated to carry between 26,000 and 28,000 riders a day to relieve gridlock in the highly congested I-580 corridor. With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority and the time to act is now.

Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with state, federal and private funding to complete the much-needed project, and we hope that you will

fulfill the original vision and meet present and future needs of the County by approving the item.

--

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Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group

www.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

From:	Rafael Gonzalez
To:	Vanessa Lee
Subject:	Valley Link
Date:	Tuesday, May 26, 2020 10:10:41 AM

Good morning. I am writing to you in support of the Valley Link project and the proposed funding of that project. As a representative of thousands of workers who commute from the Central Valley into the Bay Area, and as someone who does that same commute, I can attest to the importance of the Valley Link Rail System. I moved to Tracy, about 20 years ago and I have seen firsthand the increase in commuter traffic. All the experts agree that this will only continue to increase as time goes on. This will result in more time on the road, which increases the carbon footprint of each individual commuter. Valley Link provides a safe alternative from the Central Valley to the Bay Area, reducing the amount of vehicles on the road, which in turn results in lower commute times, carbon emissions, and stress levels!

Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.

The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.

For these reasons and other, I humbly ask that you consider having the Tri-Valley – San Joaquin Valley Regional Rail Authority recognized as an agency eligible for Measure BB funds (agency hadn't been created when Measure BB was approved). We are also seeking to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project. This will put $400 million in Measure BB funds into the control of the Valley Link Board.

I thank you for your consideration.

Rafael Gonzalez
President/ Field Representative
Laborers' Local 304
(510)581-9600 (office)
(510)432-2827 (mobile)

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Livermore Amador Valley
TRANSIT AUTHORITY

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

David G. Hudson

Cc: Alameda County Transportation Commission members
Tess Lengye!, ACTC Executive Director

1362 Rutan Ct., Ste. 100 | Livermore, CA 94551
O. (925) 455-7555 | F. (925) 443-1375
wheelsbus.com

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PLEASANTON CHAMBER of COMMERCE

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I am writing to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to eventually advance rail connectivity to the San Joaquin Valley. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are finally met.

Sincerely,

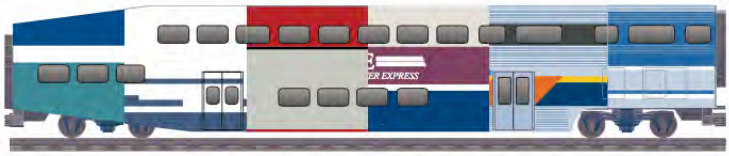
Steve Van Dorn
President & CEO

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

www.pleasanton.org
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TRAC
Train Riders Association of California



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president@calrailnews.org

Officers

David Schonbrunn
President
Marin County

Greg Thompson
Secretary
Sacramento County

Gordon Osmundson
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May 26, 2020
Submitted to:
contact@
alamedactc.org

Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Agenda Item # 8.1, May 28 Meeting
Measure BB Exp. Plan Amendment

Dear Chair Cutter:

The Train Riders Association of California ("TRAC") is a statewide rail advocacy organization that has worked since 1984 to improve passenger rail service in California. TRAC has been involved in passenger rail planning for the Altamont Corridor for at least two decades. We have made presentations to the Valley Link Board and participated in their public meetings.

We write today to urge your Board to defer action on amending the Expenditure Plan for Measure BB until you receive an environmental impact report for Valley Link, which is nearing completion. The Administrative Draft was under review last October, and the Draft EIR is now scheduled for public review in September 2020. TRAC suggests the following reasons for deferral of this agenda item:

1. Without a certified EIR, there is no evidence to support the claim that the proposed Valley Link project will provide meaningful benefits to Alameda County taxpayers. The Commission has a special duty to taxpayers to make an affirmative finding of benefit, under Section 14 of the Expenditure Plan Guidelines:

> **No Expenditures Outside of Alameda County**: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. (emphasis added.)

2. From its inception, this project raised serious questions as to whether BART would be able to handle the additional passengers that Valley Link would transport from the Central Valley. The EIR

should resolve that question. If Valley Link were projected to make overcrowding on BART even worse, that would have serious implications as to whether the project could reasonably be judged as benefitting Alameda County residents.

3. An EIR would determine whether Valley Link would result in the construction of any infrastructure or station that would be inconsistent with the land use-constraining provisions of Alameda County year 2000 Measure D. On a related topic, an EIR will provide information on the Valley Link project's compliance with the County's Gateway Policy.

4. As the largest single capital project in Measure BB, BART to Livermore was the marquee project. Because of that special status, it demands special treatment above and beyond the 2/3 majority required for an amendment. This is not some minor project. Amending the Plan to include this project changes the entire profile of the measure, because the voters never gave their support to the Valley Link project. There is no evidence that the voters of the Tri-Valley, which did not support Measure BB, would support Valley Link.

5. Because Measure BB resulted in financial trade-offs between the Tri-Valley and the North County cities through a reweighting of the basic allocation formula for local streets and roads, the entire Expenditure Plan would need to be reopened to assure fairness for all jurisdictions.

6. Other alternative projects, including several that TRAC has advocated for, would potentially be far more cost-effective in providing the service that Valley Link seeks to offer. In particular, the $1+ billion dollar cost of the I-580 relocation is merely a utility relocation, offering no transportation benefit to taxpayers.

Thank you for considering these comments.

Sincerely yours,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President, TRAC

ALAMEDA County Transportation Commission

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

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Executive Director
Tess Lengyel

May 28, 2020

Mayor Lily Mei
City of Fremont
P.O. Box 5006
Fremont, CA 94537

Via Email: lmei@fremont.gov

Re: Alameda County Transportation Commission 2014 Measure BB Transportation Expenditure Plan Amendment Comment Period

Dear Mayor Mei,

In November 2014, voters in Alameda County approved Measure BB, authorizing an extension of the existing transportation sales tax (Measure B), administered by the Alameda County Transportation Commission (Alameda CTC). The 2014 Transportation Expenditure Plan (2014 TEP) guides the investments of Measure BB revenues toward capital projects and programs that improve the countywide transportation system.

On May 28, 2020, the Alameda CTC Commission voted to initiate a comment period for comments by jurisdictions in Alameda County on a proposed amendment to the 2014 TEP to replace the BART to Livermore project with the "Valley Link" project. The 2014 TEP Implementing Guidelines specify that all jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

Proposed Amendment

In September 2019, the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) requested that Alameda CTC amend the 2014 TEP to replace the BART to Livermore project that is in the 2014 TEP with the Valley Link rail project, and transfer the associated $400 million that was identified for BART to Livermore to the Valley Link project. The TVSJVRRA was created in 2017 by the State Legislature (Assembly Bill 758) for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County. In 2017, BART released the Draft Environmental Impact Report for the BART to Livermore project, which had been under consideration for many years. In May 2018, the BART Board voted to certify the Final EIR and also passed a motion directing the BART General Manager to not advance an alternative, effectively

passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The amendment that has been requested to be made to the 2014 TEP includes the following key elements:

1. Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds.

2. Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.

3. Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.

4. Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above.

A detailed description of the proposed amendment and background can be found in the attached Alameda CTC Commission staff report.

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP) that is proposed to be removed:

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies

and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP, as detailed in the attached Alameda CTC Commission staff report.

Comment Period

On May 28, 2020 the Alameda CTC Commission voted to initiate the comment period. The 45-day comment period closes on July 13, 2020. Given the current shelter in place in effect in Alameda County, comments can be submitted electronically to: tepamendment@alamedactc.org, or by mail to the ACTC office.

Email: tepamendment@alamedactc.org, or

Address: 1111 Broadway, 8th Floor
Oakland, CA 94607

After the 45-day comment period, Alameda CTC staff will review and analyze the comments received and present the proposed amendment and comments to the Alameda CTC Planning, Policy and Legislation Committee for consideration and recommendation to the full Commission for action. To modify and amend the TEP, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners.

If you have any questions regarding this item, please contact me at tlengyel@alamedactc.org or 510.208.7402.

Sincerely,

Tess Lengyel
Executive Director

Attachment: May 28, 2020 Alameda CTC Commission Staff Report

cc: Mark Danaj, City Manager
City of Fremont
mdanaj@fremont.gov

Memorandum

8.1

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

DATE:	May 21, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Recommendation

It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request (Attachment A) for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and 4) make associated technical amendments. Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. This is an action item and requires 2/3 approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Summary

The 2014 Measure BB TEP included $400 million for BART to Livermore. Since that time, a significant number of developments have occurred on the project and in the project area, as detailed in the Project Background section of this memo. The TVSJVRRA was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

In 2017, BART released the Draft Environmental Impact Report for BART to Livermore. In May 2018 the BART Board voted to certify the Final EIR. The Board also passed a motion directing the General Manager to not advance an alternative, effectively passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The TVSJRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the $400 million from the BART to Livermore TEP project to Valley Link. The TEP amendment process, as detailed later in this memo, requires a 45-day comment period by jurisdictions in Alameda County. This recommended action would authorize the initiation of the 45-day comment period. Staff will then return to PPLC and the Commission after the completion of the comment period for final action on the proposed TEP amendment. Once a final amendment is recommended to the Commission after the comment period, a 2/3 vote by the Commission is needed per the TEP Implementing Guidelines.

The proposed amendment includes the following elements, which are documented in Attachments B and C:

1) Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds (Attachment B, Plan Amendment Resolution).
2) Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.
3) Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.
4) Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above (as shown in Attachment C, TEP Redline Markups).

Project Background

A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years, there have been efforts by many residents, local elected officials, and other stakeholders to extend the BART alignment to Livermore, including planning, funding and project development efforts.

Regional and State Rail Planning

In 2007, the San Francisco Bay Area Regional Rail Plan developed by the Metropolitan Transportation Commission (MTC) identified the BART to Livermore extension as an important inter-regional rail connection. The Regional Rail Plan envisioned that BART should connect to the ACE train service in Livermore in order to provide a reliable and fast transit option for the growing congestion over the Altamont Pass and along the I-580 corridor. The importance of rail service between the Tri-Valley and San Joaquin Valley was reiterated in the 2018 California State Rail Plan, which calls for a Tri-Valley rail hub and increased rail frequencies and connectivity over the Altamont Corridor.

BART to Livermore Project

By the 1980s, the extension of BART further east in the Tri-Valley was already under serious consideration. In the mid-1980s, BART purchased a potential site for a future station near the Isabel Avenue and Interstate 580 interchange and a site in the vicinity of Greenville Road and Interstate 580 for purposes of preserving land for a potential station and yard/maintenance facility. In 1997, the Dublin/Pleasanton line was opened, with a West Dublin station added in 2011.

Numerous local and regional transportation measures have included support for BART to Livermore, starting with the 1986 Alameda County Measure B, which included $170 million for a "Rail extension to Dublin Canyon". The 2000 TEP included funding of $8.7 million for "I-580 Corridor/BART to Livermore Studies". Measure BB included $400 million in the 2014 TEP for "BART to Livermore". The project also received Regional Measure 1 bridge toll funding to advance planning and environmental work. In June 2018, Bay Area voters approved Regional Measure 3, which includes $100 million for "Tri-Valley Transit Access Improvements."

In 2010, after two years of analysis, BART completed a Program Environmental Impact Report (EIR) that evaluated the feasibility of five potential station sites and 10 different alignments for the BART to Livermore extension. In 2012, the BART Board of Directors directed its staff to advance the conceptual engineering and environmental review of a one-station extension to Isabel Avenue (Proposed Project), as well as to coordinate with the City of Livermore on the land use planning around the future station site.

In 2014, Alameda County voters approved Measure BB to fund the 2014 TEP, which includes $400 million in dedicated funding for the BART to Livermore extension. Measure BB commits funds to support construction of the extension of BART in the I-580 corridor using the most effective and efficient technology.

On July 31, 2017, BART released the Draft Project EIR evaluating the Proposed Project and alternatives. In May 2018, BART released the Final Project EIR. The BART Board certified the Final Project EIR on May 24, 2018 and directed staff to not advance a specific project.

As major transportation project planning and analysis was underway, cities also advanced land use planning around future rail service. The City of Livermore prepared the Isabel Neighborhood Plan and program-level EIR for development around a new station. The Livermore City Council adopted the Isabel Neighborhood Plan and certified the EIR for the Plan in May 2018.

ACEforward Program

The San Joaquin Regional Rail Commission (SJRRC) ACEforward program outlined a vision for a phased rail infrastructure and service improvement plan to increase frequency, increase service reliability, and enhance passenger facilities along the existing ACE service corridor from San Jose to Stockton, and to extend ACE service to Modesto and Merced. The (SJRRC) released a Draft EIR in May of 2017 that was later rescinded; however, the technical

documents developed by the SJRRC for the ACEforward Draft EIR were made available to the TVSJVRRA for advancement of the Valley Link Project Feasibility Report and Draft EIR.

Creation of TVSJVRRA

In 2017 Assemblymembers Catharine Baker and Susan Eggman authored AB 758, which created the TVSJVRRA. The TVSJVRRA is led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal established for the TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system that reflects regional consensus and meet the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with a feasibility report.

AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance the project per AB 758. The TVSJVRRA adopted several goals and policies to guide the development of the project.

A key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

TVSJVRRA Adopted Project Goals:

The following goals were adopted by the TVSJVRRA to address identified regional and economic and transportation challenges:

- Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs.
- Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction, and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link Project Development Policies

The TVSJVRRA adopted several policies to guide the development framework of the project, including the following sustainability and transit-oriented development policies:

- Sustainability Policy: Identifies implementing strategies to achieve a zero emissions system. The adopted Sustainability Policy includes a commitment to encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households. It further directs maximizing benefits to these communities and households in the project planning and design of Valley Link. Four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities.
- Transit Oriented Development (TOD) Policy: Support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:
    - Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
    - Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently submitted by the City of Livermore to MTC/ABAG as a new PDA.

Valley Link Project Description

Valley Link is a proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail services between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

Attachment D includes a summary fact sheet and diagram of the proposed project.

The project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021 respectively.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (per a 2014 TEP amendment), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

Other Agency Actions

Given the project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, the San Joaquin Council of Governments (SJCOG), SJRRC, BART, Alameda CTC and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project:

- MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Resolution Number 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.
- SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.
- BART: BART has committed staff to directly lead the early development of the project due to its expertise in developing and delivering similar projects, such as the e-BART extension to Antioch.
- Alameda CTC, the SJRRC and Caltrans have provided technical reviews of preliminary design plans and documents. In addition, the TVSJRRA is in discussion with the City of Tracy regarding donation of a key 200-acre parcel under City of Tracy ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $20 million and is currently being appraised.

Project Considerations

The project construction will have significant impacts on the I-580 Express Lanes, with major impacts anticipated during construction. The TVSJVRRA staff have been working with Alameda CTC, as well as Caltrans, to identify design and construction considerations. Alameda CTC staff have held several workshops with the project design team to evaluate the preliminary design plans and will continue to be engaged through the ESC and technical groups to provide policy and technical feedback during design development to ensure minimal impacts to the I-580 Express Lanes. Alameda CTC will continue to work closely with the TVSJVRRA as the project design advances, and will also conduct financial analysis to understand potential impacts to toll revenues during construction to ensure revenue losses are addressed.

Proposed Amendments

The amendment that has been requested to be made to the 2014 TEP includes two elements as follows:

- Amend to include the new entity of the TVSJVRRA
- Amend to include the Valley Link Project for $400 million

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP):

BART Extension and System improvements ($710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as provide local funding for a proposed BART extension in the eastern part of the county.

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP. The proposed changes include moving the project from page 18 from the BART section of the TEP to page 20 under the section

"Major Transit Corridor and Commuter Rail Improvements", remove references to BART as the agency leading the rail extension, change references from the BART to Livermore project to Valley Link on pages 2, 3, 14, 18, 19 (map) and add Valley Link to the map on page 21 (see Attachment C).

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements as shown on Attachment C.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Implementing Guidelines Related to this TEP Amendment

Once the 2014 TEP amendments are complete, all the implementing guidelines will be applicable to the project and project sponsor similar to all other TEP projects. Specifically, for this TEP amendment, the following guidelines describe requirements for the amendment as well as the new project sponsor.

4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

8. Strict Project Deadlines: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

Note: any new amendment that adds a project must comply with this provision and the start date of the seven years will be from the date of the adopted amendment.

11. Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring

requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.

14. No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.

18. New Agencies: New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Planning, Policy and Legislation Committee (PPLC)

At the May PPLC meeting, Alameda CTC staff provided the Committee an overview of the amendment process and schedule, and Michael Tree, Executive Director of the TVSJVRRA gave an overview of the project. Discussion focused on questions related to the timing of the need for the amendment and clarification on the action the Commission would be voting on in May. A number of comment letters were received and summarized verbally for the Committee by the Clerk and emailed to the Committee members as received. The set of public comment letters received for the PPLC meeting is included here as Attachment E. Comment letters sent by Commissioners in their capacity as local government officials are not included but may be expressed verbally by Commissioner at the full Commission meeting. PPLC voted unanimously to advance the item to the full Commission.

Next Steps

Upon Commission approval to initiate the TEP amendment process, a 45-day comment period for jurisdictions in Alameda County will commence. Staff will return to the Commission to report on the comments received and to recommend final action by the Commission later this year.

Fiscal Impact: There is no fiscal impact for this item associated with the requested action.

Attachments:

A. Letter from TVSJVRRA Requesting TEP Amendment
B. Draft Resolution for 2014 TEP Amendment
C. Proposed 2014 Measure BB Expenditure Plan Redline Markups and Technical Amendments
D. Valley Link Project Fact Sheet
E. Comment letters received

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Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

8.1A

BOARD OF DIRECTORS

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May 4, 2020

Mayor Pauline Cutter, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, Ca 94607

Dear Chair Cutter,

This letter is intended to supersede the information in the letter written to Chair Valle on September 11, 2019 (attached) as it relates to the language to be amended in the 2014 Transportation Expenditure Plan currently found on page 18. Please use the following language for the amendment:

Valley Link Rail in Alameda County ($400 M)
This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Thank you,

Alameda County Supervisor Scott Haggerty, Chair

cc: Ms. Tess Lengyel, Executive Director, Alameda CTC

Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

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Michael Tree
Executive Director

September 11, 2019

Supervisor Richard Valle, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Valle,

In May of 2018 the BART Board decided not to extend conventional BART to Livermore in favor of deferring the development of a rail extension project to the newly established Tri-Valley – San Joaquin Valley Regional Rail Authority ("Authority").

In the statute that created the Authority, AB 758 (Eggman/Baker), the Legislature addressed the transfer of local funds to the Authority for the Valley Link project in Section 132658:

> "the unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority's purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 1800000)."

Over the past 18 months, the Authority has been actively engaged in the planning of Valley Link, a passenger rail project that connects with the Dublin/Pleasanton BART station and travels eastward to Livermore and beyond to communities in the Northern San Joaquin Valley. A key element of the Valley Link Funding Plan for the Dublin/Pleasanton connection with BART and rail construction to Livermore is the $400 million in Measure BB that is currently listed in the Alameda County 2014 Transportation Expenditure Plan ("Plan") for the BART to Livermore project. Per the requirements of the Plan, The Tri-Valley – San Joaquin Valley Regional Rail Authority requests the following amendments:

1. The Tri-Valley – San Joaquin Valley Regional Rail Authority, established by AB 758,be included as an eligible recipient of funds.
2. That the following, specific language be amended:

   Move and amend the following language from Page 18 of the Plan to Page 20:

Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

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LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

~~BART to Livermore~~ Valley Link to Livermore ($400 M)
The project funds Valley Link ~~the first phase of a BART to extension~~ within the I-580 Corridor freeway alignment from the Dublin/Pleasanton BART station to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of or any element of this ~~first phase~~ project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

In accordance with the Alameda County 2014 Transportation Expenditure Plan Implementing Guidelines, the Tri-Valley – San Joaquin Valley Regional Rail Authority understands and can fully comply with the requirements of recipients of Measure BB funds, including, but not limited to, annual audits and compliance reporting, the establishment of separate accounting funds for Measure BB funds, independent Watchdog reviews, performance measures, environmental clearance timelines, timely use of funds, contracting requirements, public reviews and approvals.

Thank you for your consideration,

Alameda County Supervisor Scott Haggerty, Chair

cc: Mr. Art Dao, Executive Director, Alameda CTC

Valley Link
Connecting People, Housing, and Jobs
1362 Rutan Court, Suite 100 | Livermore, CA 94551 | (925) 455-7564 | valleylinkrail.com

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ALAMEDA County Transportation Commission

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

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Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

Draft

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Resolution No. 20-007

Resolution of the Alameda County Transportation Commission Amending the 2014 Transportation Expenditure Plan to Delete the BART to Livermore Project and add the Valley Link Project

WHEREAS, by action of the governing body ("Commission") of Alameda County Transportation Commission ("Alameda CTC") at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan ("2014 TEP"), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated $400 million to a project identified as "BART to Livermore," constituting the first phase of a San Francisco Bay Area Rapid Transit District ("BART") extension within the I-580 Corridor to serve residents and businesses in that Corridor.

WHEREAS, on May 24, 2018, the BART Board certified the Final Environmental Impact Report for the BART to Livermore project, but declined to approve the project as proposed nor any alternative for the project.

WHEREAS, Assembly Bill (AB) 758, as adopted by the State legislature and signed by the Governor, created the Tri Valley San Joaquin Valley Regional Rail Authority ("TVSJVRRA"), an entity led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal of TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley, to address regional economic and transportation challenges.

WHEREAS, AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance a rail extension in the Corridor, now identified as "Valley Link."

WHEREAS, a key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

WHEREAS, the Valley Link project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (subject to approval of this amendment to the 2014 TEP by the Commission), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

WHEREAS, given that the Valley Link project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (SJRRC), BART, Alameda CTC, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project, as outlined below:

MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.

WHEREAS, the 2014 TEP and Public Utilities Code Section 180207 together provide that the 2014 Plan may be modified if an amendment is approved by a two-thirds vote of the Commission.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended to delete the BART to Livermore Project and all references to that Project;

BE IT FURTHER RESOLVED that the Tri Valley San Joaquin Valley Regional Rail Authority be recognized as an eligible agency for recipient of funds in the 2014 TEP;

BE IT FURTHER RESOLVED that the Valley Link Rail Project in Alameda County with an allocation of $400 Million is placed in the 2014 TEP, described as follows:

This project funds the first phase of a Valley Link rail project from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BE IT FURTHER RESOLVED that the 2014 TEP be amended to include the following specific description of the Valley Link Project:

A proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail. The project is generally shown on the diagram below:

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 28, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

_____ _____

Pauline Russo Cutter, Vanessa Lee,

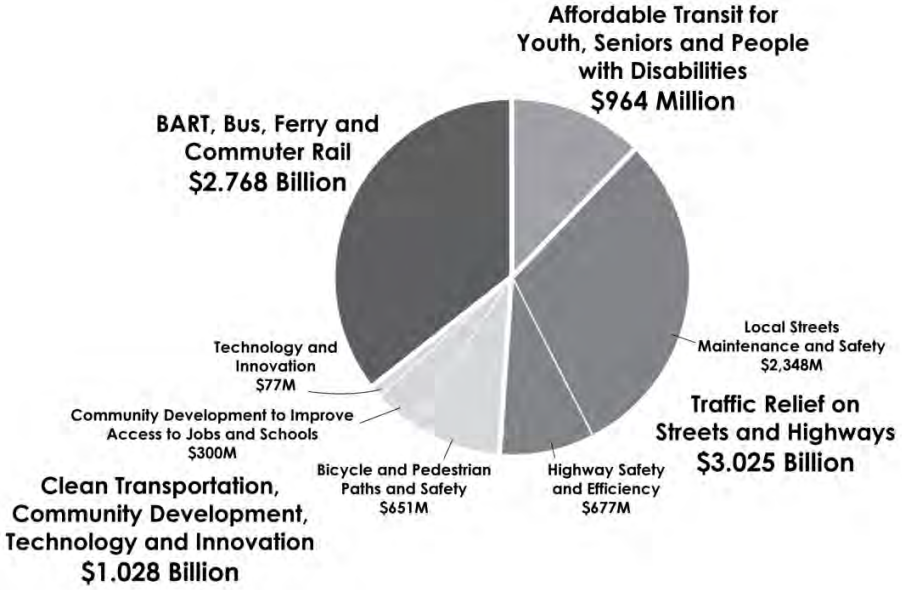
Chair, Alameda CTC Clerk of the Commission

INTRODUCTION

Summary of Investments	FUNDS ALLOCATION* ($ x million)
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	**$1,587**
BART Expansion and Maintenance	$349 ~~$749~~
Bus Operations, Maintenance and Rapid Bus Projects	$1,548
Commuter Rail Improvements	$832 ~~$432~~
Ferry Services in Alameda County	$39
Affordable Transit for Youth, Seniors and People with Disabilities	**$964**
Affordable Youth Transit to School and Transit Innovation	$190
Affordable Transit for Seniors and People with Disabilities	$774
Traffic Relief on Streets and Highways	**$3,025**
City and County Streets*	$2,348
Highway Safety and Efficiency	$677
Clean Transportation, Community Development, Technology and Innovation	**$1,028**
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	$651
Community Development Projects to Improve Access to Jobs and Schools	$300
Technology and Innovation	$77
TOTAL INVESTMENTS (YEAR 2015 TO 2045)**	**$7,785**

Notes:
*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.
**Estimated funds from 2015 to 2045 are anticipated to be almost $8 billion.

$7,785 in Total Investments Year 2015 to 2045



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount ($ x millions)	% of Total Funds
 **BART, Bus, Senior, and Youth Transit (48%)**	Transit: Operations, Maintenance, and Safety Program	AC Transit	$1,455.15	18.8%
		Altamont Commuter Express	$77.40	1.0%
		BART Maintenance	$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	$38.70	0.5%
		Livermore Amador Valley Transit Authority	$38.70	0.5%
		Union City Transit	$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	$15.00	0.19%
		Subtotal	**$1,857.63**	**24%**
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	$232.20	3.0%
		East Bay Paratransit - AC Transit	$348.31	4.5%
		East Bay Paratransit - BART	$116.10	1.5%
		Coordination and Service Grants	$77.40	1.0%
		Subtotal	**$774.01**	**10%**
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	$10.0	**14%**
		Alameda to Fruitvale BART Rapid Bus	$9.0	
		Grand/MacArthur BRT	$6.0	
		College/Broadway Corridor Transit Priority	$10.0	
		Subtotal	**$35.0**	
	BART System Modernization and Expansion	Irvington BART Station	$120.0	
		Bay Fair Connector/BART METRO	$100.0	
		BART Station Modernization and Capacity Program	$90.0	
		~~BART to Livermore~~	~~$400.0~~	
		Subtotal	**$~~710.0~~310.0**	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	$120.0	
		Union City Intermodal Station	$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	$110.0	
		Oakland Broadway Corridor Transit	$10.0	
		Capitol Corridor Service Expansion	$40.0	
		Valley Link	$400.0	
		Subtotal	**$~~355.0~~755.0**	
	TOTAL		**$3,731.64**	**48%**

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.
BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.
All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

ACTC_AR1744

BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments. Funds for operations and maintenance will be provided to transit operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing ~~BART~~ rail system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, $1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

Transit Operations and Maintenance Program (21.55% of net revenue, estimated at $1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) $Millions
AC Transit	18.8%	$1,455
ACE	1.0%	$77
BART Maintenance	0.5%	$39
WETA (ferries)	0.5%	$39
LAVTA (WHEELS)	0.5%	$39
Union City Transit	0.25%	$19
Total Transit Operations	**21.55%**	**$1,668**

Affordable Youth Transit Pass Program ($15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at $175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

ACTC_AR1745

BART STATION ~~EXTENSION~~ AND SYSTEM IMPROVEMENTS ($37~~7~~10 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system~~, as well as provide local funding for a proposed BART extension in the eastern part of the county.~~

~~BART to Livermore ($400 M)~~

~~This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.~~

BART Station Upgrades and System Improvements ($310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.



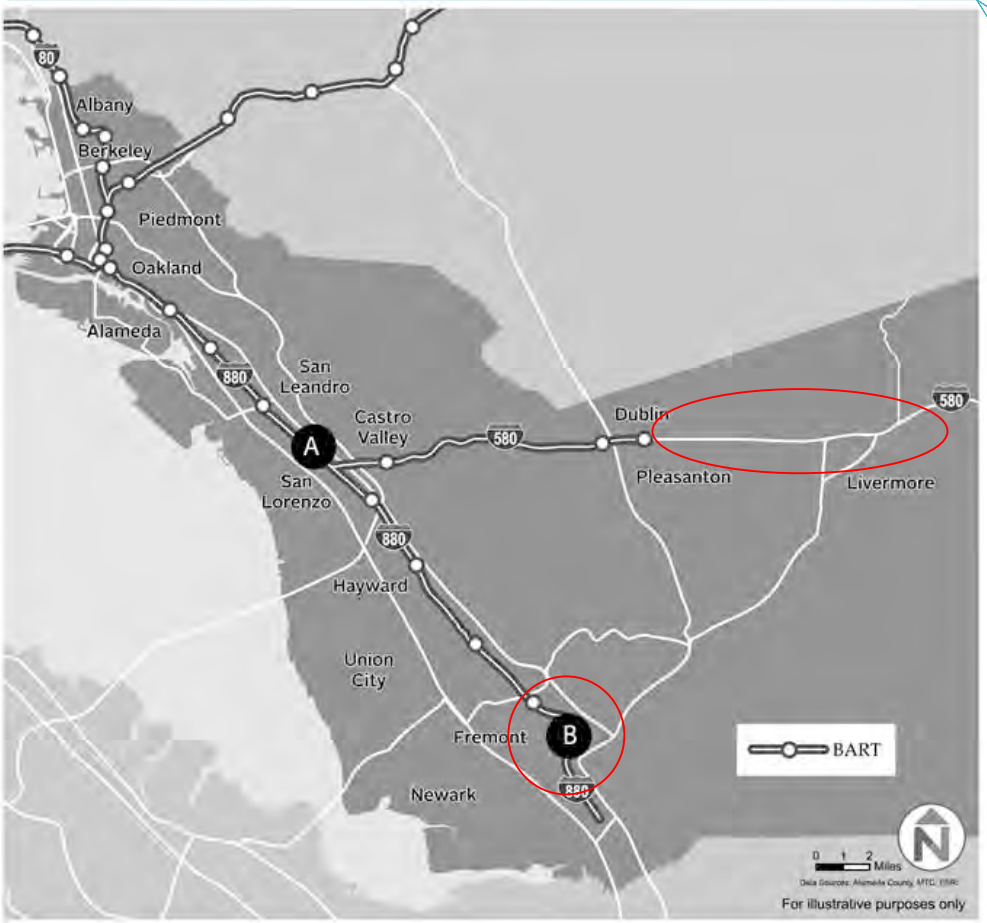
- **The Bay Fair Connector/BART METRO project will receive $100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive $90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.

- **The Irvington BART Station will receive $120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

ACTC_AR1746

BART INVESTMENTS



A Bay Fair Connector / BART METRO

B Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities

Commented [ACTC1]: Bottom circle: The new "B" is Irvington BART Station, and below that removal of "C"

Commented [ACTC2]: Top circle: Removal of the original "B – BART Extension to Livermore (within the I-580 corridor)"

Commented [ACTC3]: Middle circle: Change the original "C – Irvington BART Station" to a new "B"

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS ($~~355~~ 755 M)

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Corridor Area Transportation Improvements ($120 M)

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

Union City Intermodal Station ($75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.



Capitol Corridor Service Expansion ($40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

Railroad Corridor Right of Way Preservation and Track Improvements ($110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

Oakland Broadway Corridor Transit ($10 M)

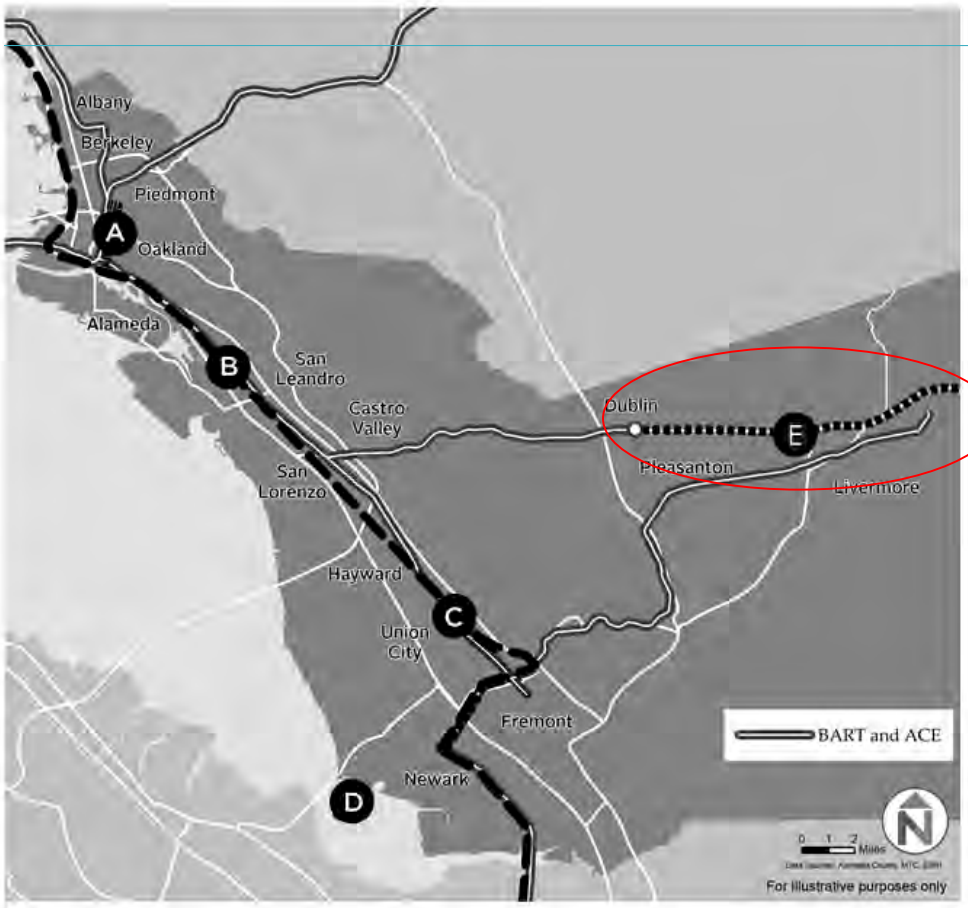
This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

Valley Link Rail in Alameda County ($400 M)

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

ACTC_AR1748

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



A Broadway Corridor Transit

B Capitol Corridor Service Expansion

C Union City Intermodal Station

D Dumbarton Corridor Area Transportation Improvements

E Valley Link Rail

Not Shown:
- Railroad Corridor Right of Way Preservation and Track Improvements

Commented [ACTC4]: **Both circles:** Addition of "E – Valley Link Rail" on the map and in the legend

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Valley Link

Connecting People, Housing, and Jobs

Fact Sheet

Project Overview

Connecting San Joaquin Valley to the Bay Area. Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

A Seamless Connection to BART. The first phase of service will provide a seamless and timed connection to BART, with service from North Lathrop to the Dublin/ Pleasanton BART station.

Frequent and Reliable Service. Trains will run throughout the day in both directions with the goal of matching BART frequency and hours of operation.

Initial Service Characteristics

	PEAK	OFF-PEAK
Between Dublin/ Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)



As of APRIL 2020

Tri-Valley • San Joaquin Valley REGIONAL RAIL AUTHORITY



By the Numbers

- **9,3500 Bay Area workers** - commuting from San Joaquin Valley today
- **42 Miles** - using existing transportation corridors
- **7 Stations** – Dublin/Pleasanton, Isabel, Mountain House, Tracy, River Islands, North Lathrop
- **78 Minutes** - current average commute each way
- **28 days** – total commute time per year for average commuter
- **75% increase** - commute traffic on I-580 by 2040
- **58% increase** – truck traffic on I-580 by 2040
- **25 daily round-trips** - by Valley Link trains each day in 2040
- **28,000 riders** – estimated in 2040 for Valley Link per day
- **99.4 Million** – reduction in Vehicle Miles Traveled (VMT) per year in 2040
- **33,000 metric tons** – reduction in greenhouse gas emissions (GHG) per year
- **0 Emissions** – battery-electric and hydrogen vehicle technologies under development
- **$2.4 Billion** - cost of Valley Link Phase 1 from Dublin/ Pleasanton BART to North Lathrop, in year of expenditure
- **$628 million** - identified as available for the project:
  - **$400 million** - Measure BB funds
  - **$188 million** - Bridge Toll funds
  - **$40 million - impact fees from the City of Livermore**
- **2027 – target date for Valley Link revenue service**

Project Benefits

Valley Link aims to be a model of sustainability in the design, construction and operation of the system. It is vital to our state's economy, environment and the quality of life in our communities:

- Serves communities and households in the Northern San Joaquin Valley with some of our state's highest poverty rates;
- Promotes equity by maximizing benefits to disadvantaged communities
- Links the Northern California Megaregion's workforce to affordable housing;
- Readily connects our state's future high-speed rail system to BART;
- Provides direct and seamless service to major employment centers in all parts of the Bay Area;
- Provides opportunities for compact transit-oriented development; and
- Will have a significant impact on the reduction of VMT and greenhouse gas emissions.
- Operates on renewable energy

Sources:
Bay Area Economic Institute Valley Link Project Feasibility Report (October 2019)
San Joaquin County Council of Governments

For more information about Valley Link, visit **www.valleylinkrail.com**

Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

Andreas Cluver
Secretary-Treasurer

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Vice President

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Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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Bay Area Transportation Working Group (BATWG)

May 11, 2020

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation Committee

Alameda County Transportation Commission (ACTC)

1111 Broadway, Suite 800 Oakland, CA 94607

Dear Commissioner Ortez:

It has come to our attention that the ACTC is thinking of reallocating the Measure BB funds set aside for the Livermore BART connection to "Valley Link". We urge you to desist.

For one thing such an action would make a mockery of what the Alameda County voters voted for in 2016. For another it would deny the people of Livermore the one good way of getting from their city to the East Dublin BART Station.

At the time the BART Board was considering whether or not to put the Measure BB $400 million toward a proposed $3.2 billion BART extension to Greenville Road, BATWG conducted an extensive investigation of the bus alternative. It was our conclusion that in terms of improving the access of the people of Livermore to BART, well-appointed buses (patterned after the privately-operated hi-tech buses) operating in bus-only lanes would be a far cheaper and better option. At the time we envisioned three separate lines originating in separate parts of Livermore all traveling out-of-traffic, at least during commute hours, to the Station.

Sincerely,

Gerald Cauthen
Co-Founder and President,
Bay Area Transportation Working Group
510 208 5441
www.batwgblog.com

Bay Area Transportation Working Group
3001 Ashbrook Court
Oakland CA 94601
www.batwgblog.com

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From:	Angie Ayers
To:	Angie Ayers
Cc:	Tess Lengyel; Vanessa Lee
Subject:	FW: Bike East Bay comments on Valley Link
Date:	Monday, May 11, 2020 12:23:17 PM

Hello Commissioners,

Please see the below public comment for item 5.1.

Regards,
Angie

Angie Ayers, Associate Administrative Analyst
Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607
Phone: 510.208.7450 direct dial | 510.208.7400 main line
Email: aayers@alamedactc.org Website: www.alamedactc.org
Facebook: www.facebook.com/alamedactc Twitter: @alamedactc

From: Vanessa Lee
Sent: Monday, May 11, 2020 12:20 PM
To: Dave(dave@bikeeastbay.org) Campbell <dave@bikeeastbay.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>; Angie Ayers <aayers@alamedactc.org>
Subject: RE: Bike East Bay comments on Valley Link

Received. Thank you.

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Dave Campbell <dave@bikeeastbay.org>
Sent: Monday, May 11, 2020 12:19 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Bike East Bay comments on Valley Link

Commission

We support transit, and possibly this project too, but have questions and concerns around:

1. The lack of public outreach in Livermore to generate support for this project. Measure BB in Livermore did not get a ton of support and BART was controversial. RM3 get even less support in Livermore. We don't want this project to be controversial like the BART project was. The Isabel Neighborhood Plan was controversial too because of BART. Where are the residents of Livermore on this project?;
2. Hour headways off -peak is poor public transit, and is in fact commuter rail. This corridor needs good transit. What can be done to convert this project from commuter rail to good transit?
3. Can we hear more about the financial crisis and how this project is affected? It's concerning to hear a presentation that does not acknowledge the current financial crisis.

Thank you for more clarifying information.

--
Dave Campbell
Advocacy Director
Bike East Bay
****
Office: 466 Water Street at Jack London Square in Oakland
Mail: PO Box 1736, Oakland, CA 94604
Cell: (510) 701-5971
BikeEastBay.org

Learn how COVID-19 is impacting Bike East Bay events and activities.

From:	Vanessa Lee
To:	Angie Ayers
Subject:	FW: Public Comment for item 5.1 at ACTC"s PPLC meeting on Monday 5/11
Date:	Monday, May 11, 2020 11:26:37 AM
Attachments:	hyperlinked_PPLC_Agenda_20200511.pdf

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, May 7, 2020 1:42 PM
To: Vanessa Lee <VLee@alamedactc.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>
Subject: Public Comment for item 5.1 at ACTC's PPLC meeting on Monday 5/11

Hi Vanessa-

I hope you are staying healthy and safe. Considering that I cannot attend next Monday's PPLC meeting in person due to the SIP, please make sure my comments are read into the record for Public Comment as part of agenda item 5.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti
(925) 858-5303

Dear Chair Ortiz and Honorable Commissioners:

On behalf of the Innovation Tri-Valley Leadership Group, I respectfully request for the PPLC to support the Staff recommendation to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. Our Committee worked to ensure that the Expenditure Plan included the fulfillment of plans dating back to the 1960's which envisioned a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. This vision was part of the plan approved by the voters of Alameda County. Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it.

Four years later in May of 2018, the BART Board certified the BART to Livermore EIR but transferred the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley to the Tri-Valley - San Joaquin Valley Rail Authority. The Authority has since completed a Feasibility Report for Valley Link, a project proven to be cost effective and efficient, estimated to carry between 26,000 and 28,000 riders a day in the highly congested I-580 corridor.

With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority that will benefit the environment, the economy and the quality of life of residents and

Bay Area workers. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete the project. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision of Measure BB for rail connectivity in the Tri-Valley, and I urge the Committee to approve the item.

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group
925.858.5303
tsbranti@innovationtrivalley.orgwww.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

May 8, 2020

Elsa Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: PPLC Agenda Item 5.1 – Tri-Valley-San Joaquin Valley Regional Rail Authority Request for 2014 Measure BB Transportation Expenditure Plan Amendment – **SUPPORT**

Dear Chair Ortiz:

I am writing on behalf of the Livermore Valley Chamber of Commerce (LVCC), a business membership organization with nearly 500 members from a cross-section of private/public and non-profit industry sectors that employ nearly 20,000 workers. Ensuring that public dollars are wisely spent and that taxpayers receive a good return on their investment, while responsibly planning, funding, and maintaining and operating our transportation system is a key policy priority for LVCC.

LVCC supports the above referenced item, advancing the efforts to close the gap in the I-580 corridor for an urgently needed and long-awaited, effective rail connection between Livermore and the Dublin/Pleasanton East BART station. I reiterate the support formerly expressed by LVCC over many years for planning and funding support for such a project. LVCC appreciates the wisdom of the leaders of the Alameda County Transportation Commission in designating significant funding in Measure BB (which was supported by LVCC) to provide for a future rail connection in this corridor. In light of events that have transpired since the approval of BB, your prudent actions necessary to amend the expenditure plan to accommodate the request by the Tri-Valley-San Joaquin Valley Regional Rail Authority is welcomed and appreciated. LVCC recognizes and strongly supports the efforts of the TVSJRRA to effectively deliver a rail connection project in this corridor within the next few years.

We look forward to moving forward with this initiative and this project, and stand ready to support you in this action.

Respectfully,
Dawn P. Argula
Dawn P. Argula
CEO/President

C: Scott Haggerty, First District Supervisor, Alameda County BOS
Tess Lengyel, Executive Director, Alameda County Transportation Commission
Michael Tree, Executive Director, Valley Link
John Marchand, Mayor, City of Livermore

Livermore Valley Chamber of Commerce
2157 First Street Livermore CA 94550
925.447.1606
www.livermorechamber.org

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SIERRA CLUB
SAN FRANCISCO BAY

Serving Alameda, Contra Costa, Marin and San Francisco counties

May 11, 2020

Via email to: vlee@alamedactc.org

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation (PP&L) Committee
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: PP&L Agenda item #5.1 – Approve Tri-Valley- San Joaquin Valley Regional Rail Authority (TVSJVRRA, aka Valley Link) Request for a 2014 Measure BB Transportation Plan Expenditure (TEP) Amendment

Dear Chair Ortiz and Members of the PP&L Committee:

On behalf of our more than 13,500 members in Alameda County, the Sierra Club writes to respectfully express great concern about Item #5.1 on your Agenda for Monday May 11, 2020. We believe that there are far too many issues and questions that should be addressed before the recommended actions move forward.

We recognize that the proposed actions before your Committee are just the beginning of a process to reprogram the sales tax funds that were approved by voters for "BART to Livermore." But as set forth in the staff memo, the proposed actions, and their timing, would establish dangerous precedents for lack of planning and financial responsibility. There is simply no need to rush into the proposed actions, particularly in the context of the current health and financial crises being faced by the State and local communities. Why not first take time for responsible analysis and an opportunity to see if-how-and-when recovery is able to occur, before committing funds that may not materialize for years to come?

Every responsible forecast is anticipating that "the future of work" will be different, post-pandemic, than we have ever been experiencing previously. Why base such a massive investment of public funds on what is already and at best "old data?"

The first Agenda request is that the TVSJVRRA be acknowledged as a new agency in Alameda County that can be an eligible recipient of Measure BB funds. While this

2530 San Pablo Ave., Suite I, Berkeley, CA 94702 Tel. (510) 848-0800 Email: info@sfbaysc.org

should be the least controversial element of the requests, nothing in the staff memo identifies the potential magnitude of impacts on other Measure BB transit recipients. There is no operating budget provided in the Committee materials. Can taxpayers and pre-pandemic passengers be assured that this new system will not become a drain on other, voter-approved transit agencies in the County?

The second and third requests would remove "BART to Livermore" from the TEP and substitute Valley Link with no consideration of possible alternatives – why? The project list for Measure BB was the result of years of input and deliberation by Community and Technical Working Groups. Why not have a full and fair competition for alternative uses of these funds, throughout the full list of "BART, Bus, Senior, and Youth Transit" options identified as the relevant "Type" on page 3 of the TEP (page 24 of the Committee packet), especially with the enormous uncertainties facing projections for both traffic and funding revenues?

Implementing Guideline 22 of the Measure BB TEP is surprisingly omitted from the staff memo, but supports this broadened approach, stating:

> **22. Fund Allocations**: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

Even the language from AB 758 (Eggman/Baker, PUC section 132658) that is quoted in the "superseded" request dated September 11, 2019, recognized that there was no entitlement to the "local funds controlled by the Alameda County Transportation Commission."

It should also be noted that the proposed description and conditions regarding Valley Link delete and/or change significant descriptive and cautionary language (which was carefully negotiated and voter-approved) before funds may actually be "used." The text below sets forth full "before and after" language in a single view for the information of Commissioners and the public:

> ~~BART to Livermore ($400 M)~~
> Valley Link rail in Alameda County ($400 M)
>
> This project funds the first phase of a ~~BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ Valley Link rail extension from the existing Dublin/ Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.

> Funds are for construction for any element of this first phase project and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an ~~detailed~~ alternative assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Why are voter and environmental protections proposed to be removed for this new project? Do Commissioners really think this is wise and appropriate? Why not, at a minimum, wait until the requisite Environmental Review is both released in draft form and then completed? – This critical document is already a year behind the previous schedule.

Where is the San Joaquin County commitment to support their own residents who are likely to be the primary beneficiaries of this project? The proposed resolution merely states that:

> SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from ***future*** measures and state funds**. (emphasis added)**

Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and operations for this multi-county project. “Leveraging” of other funds should, at a minimum, be based on full and fair participation from designated “partners.”

Several places in the proposed “amendments” describe Valley link as “Commuter Rail," despite the fact that it is proposed to operate throughout the day. Subsection 49 CFR 37.3 in relevant part defines “commuter rail” as

> *Commuter rail transportation* means short-haul rail passenger service operating in metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fare, multiple ride, and commutation tickets and by morning and evening peak period operations. This term does not include light or rapid rail transportation.

Is this an attempt to obviate or avoid an obligation for ADA complementary paratransit service for passengers, or attempted passengers, who may have difficulty using the train service?

We must also ask if ACTC or Valley Link have informed MTC and ABAG that the proposed project will facilitate inter-regional commuting, contrary to the intent of SB 375 and the Bay Area's Sustainable Communities Strategy.

This message sets forth only some of the most obvious concerns about the proposed Measure BB actions. There are certain to be more, but disclosure by ACTC and Valley Link should not be delayed until the end of the requisite "public comment" period. The Sierra Club respectfully requests, and urges at a minimum, that the questions and issues noted above be addressed before any Commission action to consider Valley Link's requests. To do any less would call into question Commissioners' significant public service obligations to Alameda County voters, taxpayers, and residents. We look forward to working with you and ACTC staff to consider a full range of responsible uses of Measure BB funds. If you have any questions, or desire further information, please do not hesitate to contact Matt Williams at mwillia@mac.com.

Sincerely,

ss/
Matt Williams
Chair, Chapter Transportation and Compact Growth Committee

ss/
Dick Schneider
Chair, Chapter Tri–Valley Group Executive Committee

ss/
Eric Parfrey
Volunteer Leader, Mother Lode Chapter

Cc: Sierra Club California Director Phillips
San Francisco Bay Chapter Executive Committee Chair Bolotina
San Francisco Bay Chapter Director Berbeco

Memorandum 8.1F: Handout

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

DATE:	May 28, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy Vanessa Lee, Clerk of the Commission
SUBJECT:	Additional Public Comment Submissions regarding the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP)

Please find all written public comments received for the May 28, 2020 Commission meeting Item 8.1: Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan that were submitted after the Commission packet was distributed and were received by the 5 p.m. deadline notice on the agenda. These comments are in addition to those already distributed at Attachment E to item 8.1 in the Commission meeting materials. (*listed in alphabetical order):*

- Alameda County Taxpayers Association
- BART (1)
- BART (2)
- Bay Area Council
- Bay Area Transportation Working Group
- Building & Construction Trade Council of Alameda County
- Chabot-Las Positas Community College
- City of Dublin
- City of Livermore
- City of Pleasanton
- Innovation Tri-Valley Leadership Group
- Laborers' Local 304
- Livermore Amador Valley Transit Authority
- Pleasanton Chamber of Commerce
- Train Riders Association of California

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From: Marcus Crawley
To: Vanessa Lee
Subject: Tri Valley $400 million
Date: Saturday, May 23, 2020 7:59:43 AM

Pauline Cutter, Chair, and ACTC Commissioners May 22, 2020
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)

Dear Chair Cutter:

The Alameda County Taxpayers Association (ACTA), a 501(c)(4) organization, represents the taxpayers of this County in advocating legal and productive expenditures of taxpayer funds. As such, ACTA is a statutory appointer of a member of the ACTC Independent Watchdog Committee.

Alameda County Taxpayers Association [ACTA] is troubled by plan to transfer $400 million BART funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority. The Alameda County voters approved the Special Tax of Measure BB and to be dedicated for Alameda County transportation projects such as the BART to Livermore extension. The foremost consideration of ACTC must be the will of the voters. ACTC must narrowly construe the intention of the voters regarding the 'specific purposes' of the Measure BB special sales tax. The voters did not contemplate that the Measure BB taxes would single-handedly fund multi-county projects in the absence of funds contributions from other counties. When the Tri-Valley Authority has produced its share of the project funding, the ACTC can plan how to spend Tri-Valley Authority funds. ACTA will vigorously oppose any plan to divert these funds away from a voter-approved project.

For the present ACTC must demonstrate that it can plan a viable project by solving the BART to Livermore extension. This Committee must demonstrate leadership and build consensus on existing Alameda County projects, not leap ahead to the next glorious project that has not even been planned. As a first step in leadership, the committee should use its power to make the promised annual audits of Measure BB expenditures a reality.

We call on ACTC to table this action until such time as a proper study be made of this project and the logical alternatives, including a long-haul commuter express bus network for both Eastern Alameda County along the I-580 Corridor and over the hills from the Central Valley. We certainly have no objection to working jointly with Central Valley governments and other interest groups on a project of mutual benefit. However, we do not understand why ACTC is proposing that the Alameda County taxpayers be the first to transfer funds approved by the voters to benefit primarily Alameda County residents to a project that would instead primarily benefit residents of other counties – particularly since there is no commitment from those counties, or even an idea of when such a commitment might be made.

The $400 million was originally approved by the voters as part of Measure BB in 2014 for a BART extension to Livermore. The BART Board elected not to pursue this, so we agree it is proper to study other transportation improvements in this corridor – but, we believe that the first priority should be for what the voters intended, benefits for the residents and travelers along the I-580 corridor in the Eastern Tri-Valley area.

We do not object to the study of rail alternatives in this corridor and into the Central Valley, either BART or commuter/inter-city rail. But, in our role as a taxpayer advocate, we believe that it would be improper to advocate for rail unless and until a proper, unbiased study fairly considers other options, including a bus system on dedicated lanes, that could require far less taxpayer dollars and could be completed much faster. If the study shows that Valley Rail is the best option and is fair to the taxpayers and the traveling public, and is feasible, then ACTC should consider this $400 million reallocation at that time.

We do not understand the necessity nor the benefit of making this decision so early in the planning process.

I will be commenting on this matter at the Commission meeting.

Thank you for your consideration of the position of the Alameda County Taxpayers Association on this important matter before the Commission.

Respectfully submitted,

Marcus Crawley -President of

ACTA

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As BART Director (District 5) and representative for my constituents and taxpayers in the Tri-Valley area, I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades. The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

I urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

John McPartland
BART Director, District 5

www.bart.gov

Cc: BART Directors and Board Appointed Officers
Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

Via Email

Mayor Pauline Cutter, Chair
c/o Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 95607
vlee@alamedactc.org

RE: Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request

Chair Cutter:

Thank you for the opportunity to comment on the above referenced item. On behalf of the San Francisco Bay Area Rapid Transit District (BART), I would like to express support for beginning a 45-day comment period on the proposed amendment to the 2014 Measure BB funded TEP, as described in the staff memorandum.

In May 2018, the BART Board of Directors certified the Final Project EIR for the BART to Livermore extension, and directed staff not to advance a specific project in the Tri-Valley. Pursuant to AB 758 (Baker), the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) at that point assumed responsibility to advance a rail project in the corridor. Since then, BART staff have been engaged with the TVSJVRRA throughout project feasibility and initial design and environmental assessments of the proposed Valley Link Rail project, and this coordination continues.

Because of this, BART supports the action to begin the public comment period for the amendment to the TEP naming the TVSJVRRA as an eligible recipient of Measure BB funds and specifically naming the Valley Link project in place of BART to Livermore. It is important to hear from Alameda County residents and other stakeholders. The District anticipates submitting a more detailed set of comments during the official 45-day comment period that this action will kick-off.

Please do not hesitate to contact me or my staff with any additional questions.

Sincerely,

Robert M. Powers
General Manager

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BAYAREA COUNCIL
Shape the Future

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Jim Wunderman

Jim Wunderman
President & CEO
Bay Area Council

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

Bay Area Transportation Working Group

May 23, 2020

Pauline Cutter, Chair, and ACTC Commissioners

Alameda County Transportation Commission

1111 Broadway, Suite 800

Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda Item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)"

Dear Chair Cutter:

The Bay Area Transportation Working Group (BATWG) is an Oakland-based 501(c)(3) composed of senior transportation experts and advocates with centuries of collective experience in California, Bay Area, and Alameda County transportation issues and projects.

At BATWG's May 21, 2020 meeting there was a discussion of the proposed diversion of Alameda County Measure BB funds to Valley Rail. After the discussion the vote was unanimous; we believe this action would be inappropriate and unwise.

What Valley Rail needs most right now is a full, proper, and unbiased study of its feasibility – including projected ridership, cost-effectiveness and identified sources of funding, all in comparison with the other transportation options for the corridor and all taking the changes brought on by COVID into full account.

In 2017, when the question how to use this $400 million was before the BART Board, the BART staff recommended a significantly upgraded bus option on grounds that it would better serve the transportation needs of Pleasanton and Livermore than an expensive 10-mile extension of BART to Livermore's Greenville Road would. BATWG strongly supported the staff's recommendation and subsequently submitted a list of proposed bus system enhancements.

The original BART Extension project approved by the Alameda County voters was intended to benefit the people of Alameda County, including the residents of

Pleasanton and Livermore Area and those traveling to those cities from more westerly Alameda County locations. Obviously, this was a project that the Alameda County taxpayers were willing to support because the vast majority of the benefits would accrue to Alameda County residents and taxpayers. Valley Rail, which includes five stations in the Central Valley and only three in Alameda County, is intended to primarily benefit non-Alameda County residents.

There is no reason or justification for diverting $400 million in BB funds to Valley Rail at this time.

The Bay Area Transportation Working Group looks forward to working with the ACTC in working to improve transportation in the I-580 Corridor.

Respectfully submitted,

Gerald Cauthen PE

President and Co-founder

Bay Area Transportation Working Group (BATWG)

510 208 5441

www.batwgblog.com

Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

Andreas Cluver
Secretary-Treasurer

Rob Stoker
President

Rafael Gonzalez
Vice President

Che Timmons
Sergeant in Arms

Auto & Marine Painters, #1176
Boilermakers, #549
Brick & Tile Layers, #3
Carpenters, #713
Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

May 26, 2020

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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CHABOT
LAS POSITAS
COMMUNITY
COLLEGE
DISTRICT

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The CLPCCD and, especially Las Positas College, as evidenced by our MOU with LAVTA, recognize the value of public transportation in meeting sustainability goals and facilitating travel to and from the college. Specifically, the largest benefactor of these two projects will be Las Positas College, and the community we serve which encompasses over 9,200 students and 500 employees. Our research shows that our public transportation usage average is 10,000 individual rides per month and nearly 500 students take the bus each business day. Of our total student population, 20% take classes at both campuses. A rail extension to Livermore would support and facilitate the needs of student populations from both the Tri-Valley and 880/580 corridors. We know there is still a great need for additional public transportation options for all of our students and employees.

CLPCCD provides educational opportunities and support for completing of students' transfer, associate degree, basic skills, career technical education, and retraining goals. We serve, annually, approximately 29,000 students. Our employees and students use public transportation to get to and from their homes to our places of work.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Ronald P. Gerhard
Chancellor

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

CHABOT-LAS POSITAS COMMUNITY COLLEGE DISTRICT BOARD OF TRUSTEES

Edralin J. "Ed" Maduli, President
Genevieve Randolph, Secretary
Hal G. Gin, Ed.D.
Linda Granger
Maria L. Heredia
Tim Sbranti

Ronald P. Gerhard, Chancellor

OFFICE OF THE CHANCELLOR

7600 Dublin Blvd., 3rd Floor
Dublin, CA 94568
Tel: 925-485-5207
Fax: 925-485-5256
www.clpccd.org

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DUBLIN
CALIFORNIA
THE NEW
AMERICAN
BACKYARD

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Linda Smith
E33836CEEC044E0...

Linda Smith
City Manager, City of Dublin

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
925.833.6640
Fire Prevention
925.833.6606
Human Resources
925.833.6605
Parks & Community Services
925.833.6645
Police
925.833.6670
Public Works
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P 925.833.6650
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www.dublin.ca.gov

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Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

LIVERMORE
CALIFORNIA

May 28, 2020

The Honorable Pauline Russo Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Agenda Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. Position of support.

Dear Chair Cutter:

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire County by reducing traffic over the Altamont Pass and through the congested I-580 and I-680 corridors. An estimated 93,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses, teachers, and people employed in manufacturing in the Tri-Valley and throughout Alameda County. Many of these Bay Area workers have been priced out of the communities they serve by rising housing costs and are suffering through an average 78-minute commute each way.

The environmental benefits of Valley Link are significant. Valley Link offers a rail alternative for those commuting by automobile. An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles

Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year.

Valley Link supports construction of badly needed affordable housing. Through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The Isabel Neighborhood Specific Plan, developed around the Valley Link station at Isabel Avenue, includes 4,095 new multifamily housing units with a mandatory 20% minimum affordable requirement with an overall goal for 25% affordable units in the Plan area.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will help ensure that this vital project can move forward to benefit the entire County and that commitments to the Tri-Valley are finally met.

Sincerely,

John Marchand

John Marchand
Mayor

cc: Supervisor Scott Haggerty
Tess Lengyel, ACTC Executive Director

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THE CITY OF
PLEASANTON

May 26, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that all of our Tri-Valley residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

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P. O. Box 520, Pleasanton, CA 94566-0802 **123 Main Street**

City Manager
(925) 931-5002
Fax: 931-5482

City Attorney
(925) 931-5015
Fax: 931-5482

Economic Development
200 Old Bernal Avenue
(925) 931-5038
Fax: 931-5476

City Clerk
(925) 931-5027
Fax: 931-5492

DocuSign Envelope ID: 204908FC-3263-4FFD-9E9A-326AE97BA60A

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Nelson Fialho
9B5F9FFD0C8544D...

Nelson Fialho
City Manager

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Pleasanton City Council

From:	Tim Sbranti
To:	Vanessa Lee
Subject:	Public Comment for Item 8.1 at ACTC meeting on Thursday 5/28
Date:	Tuesday, May 26, 2020 11:26:55 PM

Hi Vanessa-

I hope you are doing well. Please make sure my comments are read into the record for Public Comment as part of agenda item 8.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti

Dear Chair Russo Cutter and Honorable Commissioners:

On behalf of the business and civic leaders who comprise the Innovation Tri-Valley Leadership Group, please support the Staff recommendation and the unanimous decision from PPLC to amend the Measure BB Transportation Expenditure Plan and replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. As Commissioner Haggerty pointed out at the PPLC meeting, a deliberate decision was made to ensure that priorities of leaders in each of ACTC's 4 planning areas were included in the measure. The priority in 2014 remains the same as it was 50 years as it is today.....establishing a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision approved by the voters of Alameda County for rail connectivity in the Tri-Valley.

Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it. Considering that the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley was transferred in 2018 from BART to the Tri-Valley - San Joaquin Valley Rail Authority, now is the time to transfer the funds as well for rail in the Tri-Valley. In recent months, the Authority has completed a Feasibility Report for Valley Link, a project proven to be cost-effective and efficient, estimated to carry between 26,000 and 28,000 riders a day to relieve gridlock in the highly congested I-580 corridor. With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority and the time to act is now.

Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with state, federal and private funding to complete the much-needed project, and we hope that you will

fulfill the original vision and meet present and future needs of the County by approving the item.

--

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group

www.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

From:	Rafael Gonzalez
To:	Vanessa Lee
Subject:	Valley Link
Date:	Tuesday, May 26, 2020 10:10:41 AM

Good morning. I am writing to you in support of the Valley Link project and the proposed funding of that project. As a representative of thousands of workers who commute from the Central Valley into the Bay Area, and as someone who does that same commute, I can attest to the importance of the Valley Link Rail System. I moved to Tracy, about 20 years ago and I have seen firsthand the increase in commuter traffic. All the experts agree that this will only continue to increase as time goes on. This will result in more time on the road, which increases the carbon footprint of each individual commuter. Valley Link provides a safe alternative from the Central Valley to the Bay Area, reducing the amount of vehicles on the road, which in turn results in lower commute times, carbon emissions, and stress levels!

Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.

The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.

For these reasons and other, I humbly ask that you consider having the Tri-Valley – San Joaquin Valley Regional Rail Authority recognized as an agency eligible for Measure BB funds (agency hadn't been created when Measure BB was approved). We are also seeking to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project. This will put $400 million in Measure BB funds into the control of the Valley Link Board.

I thank you for your consideration.

Rafael Gonzalez
President/ Field Representative
Laborers' Local 304
(510)581-9600 (office)
(510)432-2827 (mobile)

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Livermore Amador Valley
TRANSIT AUTHORITY

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

David G. Hudson

Cc: Alameda County Transportation Commission members
Tess Lengye!, ACTC Executive Director

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PLEASANTON CHAMBER of COMMERCE

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I am writing to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to eventually advance rail connectivity to the San Joaquin Valley. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are finally met.

Sincerely,

Steve Van Dorn
President & CEO

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

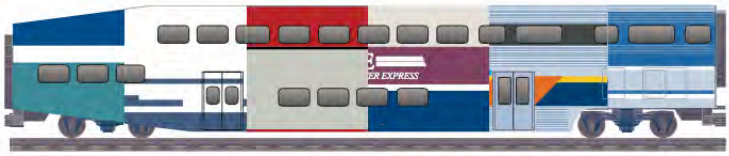
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TRAC
Train Riders Association of California

1025 Ninth Street Suite 223
Sacramento CA 95814-3516

(916) 557-1667
www.calrailnews.org
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Contra Contra County

May 26, 2020
Submitted to:
contact@
alamedactc.org

Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Agenda Item # 8.1, May 28 Meeting
Measure BB Exp. Plan Amendment

Dear Chair Cutter:

The Train Riders Association of California ("TRAC") is a statewide rail advocacy organization that has worked since 1984 to improve passenger rail service in California. TRAC has been involved in passenger rail planning for the Altamont Corridor for at least two decades. We have made presentations to the Valley Link Board and participated in their public meetings.

We write today to urge your Board to defer action on amending the Expenditure Plan for Measure BB until you receive an environmental impact report for Valley Link, which is nearing completion. The Administrative Draft was under review last October, and the Draft EIR is now scheduled for public review in September 2020. TRAC suggests the following reasons for deferral of this agenda item:

1. Without a certified EIR, there is no evidence to support the claim that the proposed Valley Link project will provide meaningful benefits to Alameda County taxpayers. The Commission has a special duty to taxpayers to make an affirmative finding of benefit, under Section 14 of the Expenditure Plan Guidelines:

> **No Expenditures Outside of Alameda County**: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. (emphasis added.)

2. From its inception, this project raised serious questions as to whether BART would be able to handle the additional passengers that Valley Link would transport from the Central Valley. The EIR

should resolve that question. If Valley Link were projected to make overcrowding on BART even worse, that would have serious implications as to whether the project could reasonably be judged as benefitting Alameda County residents.

3. An EIR would determine whether Valley Link would result in the construction of any infrastructure or station that would be inconsistent with the land use-constraining provisions of Alameda County year 2000 Measure D. On a related topic, an EIR will provide information on the Valley Link project's compliance with the County's Gateway Policy.

4. As the largest single capital project in Measure BB, BART to Livermore was the marquee project. Because of that special status, it demands special treatment above and beyond the 2/3 majority required for an amendment. This is not some minor project. Amending the Plan to include this project changes the entire profile of the measure, because the voters never gave their support to the Valley Link project. There is no evidence that the voters of the Tri-Valley, which did not support Measure BB, would support Valley Link.

5. Because Measure BB resulted in financial trade-offs between the Tri-Valley and the North County cities through a reweighting of the basic allocation formula for local streets and roads, the entire Expenditure Plan would need to be reopened to assure fairness for all jurisdictions.

6. Other alternative projects, including several that TRAC has advocated for, would potentially be far more cost-effective in providing the service that Valley Link seeks to offer. In particular, the $1+ billion dollar cost of the I-580 relocation is merely a utility relocation, offering no transportation benefit to taxpayers.

Thank you for considering these comments.

Sincerely yours,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President, TRAC

ALAMEDA County Transportation Commission

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

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City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

May 28, 2020

Mayor Barbara Halliday
City of Hayward
777 B Street
Hayward, CA 94541

Via Email: Barbara.Halliday@hayward-ca.gov

Re: Alameda County Transportation Commission 2014 Measure BB Transportation Expenditure Plan Amendment Comment Period

Dear Mayor Halliday,

In November 2014, voters in Alameda County approved Measure BB, authorizing an extension of the existing transportation sales tax (Measure B), administered by the Alameda County Transportation Commission (Alameda CTC). The 2014 Transportation Expenditure Plan (2014 TEP) guides the investments of Measure BB revenues toward capital projects and programs that improve the countywide transportation system.

On May 28, 2020, the Alameda CTC Commission voted to initiate a comment period for comments by jurisdictions in Alameda County on a proposed amendment to the 2014 TEP to replace the BART to Livermore project with the "Valley Link" project. The 2014 TEP Implementing Guidelines specify that all jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

Proposed Amendment

In September 2019, the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) requested that Alameda CTC amend the 2014 TEP to replace the BART to Livermore project that is in the 2014 TEP with the Valley Link rail project, and transfer the associated $400 million that was identified for BART to Livermore to the Valley Link project. The TVSJVRRA was created in 2017 by the State Legislature (Assembly Bill 758) for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County. In 2017, BART released the Draft Environmental Impact Report for the BART to Livermore project, which had been under consideration for many years. In May 2018, the BART Board voted to certify the Final EIR and also passed a motion directing the BART General Manager to not advance an alternative, effectively

passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The amendment that has been requested to be made to the 2014 TEP includes the following key elements:

1. Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds.

2. Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.

3. Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.

4. Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above.

A detailed description of the proposed amendment and background can be found in the attached Alameda CTC Commission staff report.

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP) that is proposed to be removed:

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies

and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP, as detailed in the attached Alameda CTC Commission staff report.

Comment Period

On May 28, 2020 the Alameda CTC Commission voted to initiate the comment period. The 45-day comment period closes on July 13, 2020. Given the current shelter in place in effect in Alameda County, comments can be submitted electronically to: tepamendment@alamedactc.org, or by mail to the ACTC office.

Email: tepamendment@alamedactc.org, or

Address: 1111 Broadway, 8th Floor
Oakland, CA 94607

After the 45-day comment period, Alameda CTC staff will review and analyze the comments received and present the proposed amendment and comments to the Alameda CTC Planning, Policy and Legislation Committee for consideration and recommendation to the full Commission for action. To modify and amend the TEP, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners.

If you have any questions regarding this item, please contact me at tlengyel@alamedactc.org or 510.208.7402.

Sincerely,

Tess Lengyel
Executive Director

Attachment: May 28, 2020 Alameda CTC Commission Staff Report

cc: Kelly McAdoo, City Manager
City of Hayward
kelly.mcadoo@hayward-ca.gov

ALAMEDA County Transportation Commission

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

Memorandum

8.1

DATE:	May 21, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Recommendation

It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request (Attachment A) for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and 4) make associated technical amendments. Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. This is an action item and requires 2/3 approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Summary

The 2014 Measure BB TEP included $400 million for BART to Livermore. Since that time, a significant number of developments have occurred on the project and in the project area, as detailed in the Project Background section of this memo. The TVSJVRRA was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

In 2017, BART released the Draft Environmental Impact Report for BART to Livermore. In May 2018 the BART Board voted to certify the Final EIR. The Board also passed a motion directing the General Manager to not advance an alternative, effectively passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The TVSJRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the $400 million from the BART to Livermore TEP project to Valley Link. The TEP amendment process, as detailed later in this memo, requires a 45-day comment period by jurisdictions in Alameda County. This recommended action would authorize the initiation of the 45-day comment period. Staff will then return to PPLC and the Commission after the completion of the comment period for final action on the proposed TEP amendment. Once a final amendment is recommended to the Commission after the comment period, a 2/3 vote by the Commission is needed per the TEP Implementing Guidelines.

The proposed amendment includes the following elements, which are documented in Attachments B and C:

1) Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds (Attachment B, Plan Amendment Resolution).
2) Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.
3) Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.
4) Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above (as shown in Attachment C, TEP Redline Markups).

Project Background

A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years, there have been efforts by many residents, local elected officials, and other stakeholders to extend the BART alignment to Livermore, including planning, funding and project development efforts.

Regional and State Rail Planning

In 2007, the San Francisco Bay Area Regional Rail Plan developed by the Metropolitan Transportation Commission (MTC) identified the BART to Livermore extension as an important inter-regional rail connection. The Regional Rail Plan envisioned that BART should connect to the ACE train service in Livermore in order to provide a reliable and fast transit option for the growing congestion over the Altamont Pass and along the I-580 corridor. The importance of rail service between the Tri-Valley and San Joaquin Valley was reiterated in the 2018 California State Rail Plan, which calls for a Tri-Valley rail hub and increased rail frequencies and connectivity over the Altamont Corridor.

BART to Livermore Project

By the 1980s, the extension of BART further east in the Tri-Valley was already under serious consideration. In the mid-1980s, BART purchased a potential site for a future station near the Isabel Avenue and Interstate 580 interchange and a site in the vicinity of Greenville Road and Interstate 580 for purposes of preserving land for a potential station and yard/maintenance facility. In 1997, the Dublin/Pleasanton line was opened, with a West Dublin station added in 2011.

Numerous local and regional transportation measures have included support for BART to Livermore, starting with the 1986 Alameda County Measure B, which included $170 million for a "Rail extension to Dublin Canyon". The 2000 TEP included funding of $8.7 million for "I-580 Corridor/BART to Livermore Studies". Measure BB included $400 million in the 2014 TEP for "BART to Livermore". The project also received Regional Measure 1 bridge toll funding to advance planning and environmental work. In June 2018, Bay Area voters approved Regional Measure 3, which includes $100 million for "Tri-Valley Transit Access Improvements."

In 2010, after two years of analysis, BART completed a Program Environmental Impact Report (EIR) that evaluated the feasibility of five potential station sites and 10 different alignments for the BART to Livermore extension. In 2012, the BART Board of Directors directed its staff to advance the conceptual engineering and environmental review of a one-station extension to Isabel Avenue (Proposed Project), as well as to coordinate with the City of Livermore on the land use planning around the future station site.

In 2014, Alameda County voters approved Measure BB to fund the 2014 TEP, which includes $400 million in dedicated funding for the BART to Livermore extension. Measure BB commits funds to support construction of the extension of BART in the I-580 corridor using the most effective and efficient technology.

On July 31, 2017, BART released the Draft Project EIR evaluating the Proposed Project and alternatives. In May 2018, BART released the Final Project EIR. The BART Board certified the Final Project EIR on May 24, 2018 and directed staff to not advance a specific project.

As major transportation project planning and analysis was underway, cities also advanced land use planning around future rail service. The City of Livermore prepared the Isabel Neighborhood Plan and program-level EIR for development around a new station. The Livermore City Council adopted the Isabel Neighborhood Plan and certified the EIR for the Plan in May 2018.

ACEforward Program

The San Joaquin Regional Rail Commission (SJRRC) ACEforward program outlined a vision for a phased rail infrastructure and service improvement plan to increase frequency, increase service reliability, and enhance passenger facilities along the existing ACE service corridor from San Jose to Stockton, and to extend ACE service to Modesto and Merced. The (SJRRC) released a Draft EIR in May of 2017 that was later rescinded; however, the technical

documents developed by the SJRRC for the ACEforward Draft EIR were made available to the TVSJVRRA for advancement of the Valley Link Project Feasibility Report and Draft EIR.

Creation of TVSJVRRA

In 2017 Assemblymembers Catharine Baker and Susan Eggman authored AB 758, which created the TVSJVRRA. The TVSJVRRA is led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal established for the TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system that reflects regional consensus and meet the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with a feasibility report.

AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance the project per AB 758. The TVSJVRRA adopted several goals and policies to guide the development of the project.

A key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

TVSJVRRA Adopted Project Goals:

The following goals were adopted by the TVSJVRRA to address identified regional and economic and transportation challenges:

- Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs.
- Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction, and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link Project Development Policies

The TVSJVRRA adopted several policies to guide the development framework of the project, including the following sustainability and transit-oriented development policies:

- Sustainability Policy: Identifies implementing strategies to achieve a zero emissions system. The adopted Sustainability Policy includes a commitment to encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households. It further directs maximizing benefits to these communities and households in the project planning and design of Valley Link. Four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities.
- Transit Oriented Development (TOD) Policy: Support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:
    - Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
    - Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently submitted by the City of Livermore to MTC/ABAG as a new PDA.

Valley Link Project Description

Valley Link is a proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail services between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

Attachment D includes a summary fact sheet and diagram of the proposed project.

The project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021 respectively.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (per a 2014 TEP amendment), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

Other Agency Actions

Given the project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, the San Joaquin Council of Governments (SJCOG), SJRRC, BART, Alameda CTC and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project:

- MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Resolution Number 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.
- SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.
- BART: BART has committed staff to directly lead the early development of the project due to its expertise in developing and delivering similar projects, such as the e-BART extension to Antioch.
- Alameda CTC, the SJRRC and Caltrans have provided technical reviews of preliminary design plans and documents. In addition, the TVSJRRA is in discussion with the City of Tracy regarding donation of a key 200-acre parcel under City of Tracy ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $20 million and is currently being appraised.

Project Considerations

The project construction will have significant impacts on the I-580 Express Lanes, with major impacts anticipated during construction. The TVSJVRRA staff have been working with Alameda CTC, as well as Caltrans, to identify design and construction considerations. Alameda CTC staff have held several workshops with the project design team to evaluate the preliminary design plans and will continue to be engaged through the ESC and technical groups to provide policy and technical feedback during design development to ensure minimal impacts to the I-580 Express Lanes. Alameda CTC will continue to work closely with the TVSJVRRA as the project design advances, and will also conduct financial analysis to understand potential impacts to toll revenues during construction to ensure revenue losses are addressed.

Proposed Amendments

The amendment that has been requested to be made to the 2014 TEP includes two elements as follows:

- Amend to include the new entity of the TVSJVRRA
- Amend to include the Valley Link Project for $400 million

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP):

BART Extension and System improvements ($710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as provide local funding for a proposed BART extension in the eastern part of the county.

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP. The proposed changes include moving the project from page 18 from the BART section of the TEP to page 20 under the section

"Major Transit Corridor and Commuter Rail Improvements", remove references to BART as the agency leading the rail extension, change references from the BART to Livermore project to Valley Link on pages 2, 3, 14, 18, 19 (map) and add Valley Link to the map on page 21 (see Attachment C).

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements as shown on Attachment C.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Implementing Guidelines Related to this TEP Amendment

Once the 2014 TEP amendments are complete, all the implementing guidelines will be applicable to the project and project sponsor similar to all other TEP projects. Specifically, for this TEP amendment, the following guidelines describe requirements for the amendment as well as the new project sponsor.

4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

8. Strict Project Deadlines: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

Note: any new amendment that adds a project must comply with this provision and the start date of the seven years will be from the date of the adopted amendment.

11. Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring

requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.

14. No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.

18. New Agencies: New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Planning, Policy and Legislation Committee (PPLC)

At the May PPLC meeting, Alameda CTC staff provided the Committee an overview of the amendment process and schedule, and Michael Tree, Executive Director of the TVSJVRRA gave an overview of the project. Discussion focused on questions related to the timing of the need for the amendment and clarification on the action the Commission would be voting on in May. A number of comment letters were received and summarized verbally for the Committee by the Clerk and emailed to the Committee members as received. The set of public comment letters received for the PPLC meeting is included here as Attachment E. Comment letters sent by Commissioners in their capacity as local government officials are not included but may be expressed verbally by Commissioner at the full Commission meeting. PPLC voted unanimously to advance the item to the full Commission.

Next Steps

Upon Commission approval to initiate the TEP amendment process, a 45-day comment period for jurisdictions in Alameda County will commence. Staff will return to the Commission to report on the comments received and to recommend final action by the Commission later this year.

Fiscal Impact: There is no fiscal impact for this item associated with the requested action.

Attachments:

A. Letter from TVSJVRRA Requesting TEP Amendment
B. Draft Resolution for 2014 TEP Amendment
C. Proposed 2014 Measure BB Expenditure Plan Redline Markups and Technical Amendments
D. Valley Link Project Fact Sheet
E. Comment letters received

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Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

8.1A

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Boardmember Bob Woerner
LAVTA Boardmember

Boardmember Leo Zuber
Vice Chair, ACE

Michael Tree
Executive Director

May 4, 2020

Mayor Pauline Cutter, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, Ca 94607

Dear Chair Cutter,

This letter is intended to supersede the information in the letter written to Chair Valle on September 11, 2019 (attached) as it relates to the language to be amended in the 2014 Transportation Expenditure Plan currently found on page 18. Please use the following language for the amendment:

Valley Link Rail in Alameda County ($400 M)
This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Thank you,

Alameda County Supervisor Scott Haggerty, Chair

cc: Ms. Tess Lengyel, Executive Director, Alameda CTC

Valley Link
Connecting People, Housing, and Jobs

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Commissioner, ACE

Michael Tree
Executive Director

September 11, 2019

Supervisor Richard Valle, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Valle,

In May of 2018 the BART Board decided not to extend conventional BART to Livermore in favor of deferring the development of a rail extension project to the newly established Tri-Valley – San Joaquin Valley Regional Rail Authority ("Authority").

In the statute that created the Authority, AB 758 (Eggman/Baker), the Legislature addressed the transfer of local funds to the Authority for the Valley Link project in Section 132658:

> "the unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority's purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 1800000)."

Over the past 18 months, the Authority has been actively engaged in the planning of Valley Link, a passenger rail project that connects with the Dublin/Pleasanton BART station and travels eastward to Livermore and beyond to communities in the Northern San Joaquin Valley. A key element of the Valley Link Funding Plan for the Dublin/Pleasanton connection with BART and rail construction to Livermore is the $400 million in Measure BB that is currently listed in the Alameda County 2014 Transportation Expenditure Plan ("Plan") for the BART to Livermore project. Per the requirements of the Plan, The Tri-Valley – San Joaquin Valley Regional Rail Authority requests the following amendments:

1. The Tri-Valley – San Joaquin Valley Regional Rail Authority, established by AB 758,be included as an eligible recipient of funds.
2. That the following, specific language be amended:

   Move and amend the following language from Page 18 of the Plan to Page 20:

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LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

~~BART to Livermore~~ Valley Link to Livermore ($400 M)
The project funds Valley Link ~~the first phase of a BART to extension~~ within the I-580 Corridor freeway alignment from the Dublin/Pleasanton BART station to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of or any element of this ~~first phase~~ project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

In accordance with the Alameda County 2014 Transportation Expenditure Plan Implementing Guidelines, the Tri-Valley – San Joaquin Valley Regional Rail Authority understands and can fully comply with the requirements of recipients of Measure BB funds, including, but not limited to, annual audits and compliance reporting, the establishment of separate accounting funds for Measure BB funds, independent Watchdog reviews, performance measures, environmental clearance timelines, timely use of funds, contracting requirements, public reviews and approvals.

Thank you for your consideration,

Alameda County Supervisor Scott Haggerty, Chair

cc: Mr. Art Dao, Executive Director, Alameda CTC

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ALAMEDA County Transportation Commission

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

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Executive Director
Tess Lengyel

Draft

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Resolution No. 20-007

Resolution of the Alameda County Transportation Commission Amending the 2014 Transportation Expenditure Plan to Delete the BART to Livermore Project and add the Valley Link Project

WHEREAS, by action of the governing body ("Commission") of Alameda County Transportation Commission ("Alameda CTC") at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan ("2014 TEP"), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated $400 million to a project identified as "BART to Livermore," constituting the first phase of a San Francisco Bay Area Rapid Transit District ("BART") extension within the I-580 Corridor to serve residents and businesses in that Corridor.

WHEREAS, on May 24, 2018, the BART Board certified the Final Environmental Impact Report for the BART to Livermore project, but declined to approve the project as proposed nor any alternative for the project.

WHEREAS, Assembly Bill (AB) 758, as adopted by the State legislature and signed by the Governor, created the Tri Valley San Joaquin Valley Regional Rail Authority ("TVSJVRRA"), an entity led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal of TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley, to address regional economic and transportation challenges.

WHEREAS, AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance a rail extension in the Corridor, now identified as "Valley Link."

WHEREAS, a key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

WHEREAS, the Valley Link project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (subject to approval of this amendment to the 2014 TEP by the Commission), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

WHEREAS, given that the Valley Link project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (SJRRC), BART, Alameda CTC, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project, as outlined below:

MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.

WHEREAS, the 2014 TEP and Public Utilities Code Section 180207 together provide that the 2014 Plan may be modified if an amendment is approved by a two-thirds vote of the Commission.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended to delete the BART to Livermore Project and all references to that Project;

BE IT FURTHER RESOLVED that the Tri Valley San Joaquin Valley Regional Rail Authority be recognized as an eligible agency for recipient of funds in the 2014 TEP;

BE IT FURTHER RESOLVED that the Valley Link Rail Project in Alameda County with an allocation of $400 Million is placed in the 2014 TEP, described as follows:

This project funds the first phase of a Valley Link rail project from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BE IT FURTHER RESOLVED that the 2014 TEP be amended to include the following specific description of the Valley Link Project:

A proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail. The project is generally shown on the diagram below:

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 28, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

_____ _____

Pauline Russo Cutter, Vanessa Lee,

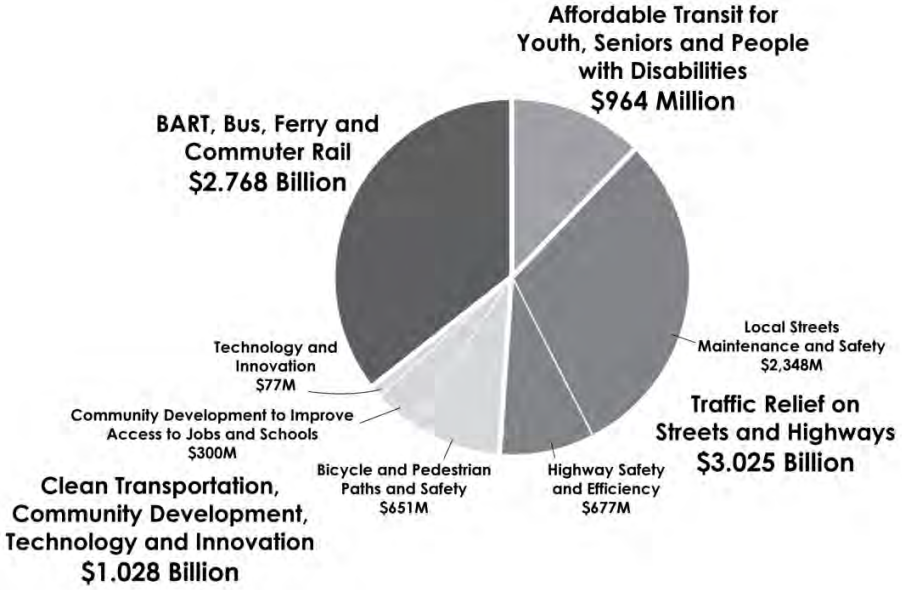
Chair, Alameda CTC Clerk of the Commission

INTRODUCTION

Summary of Investments	FUNDS ALLOCATION* ($ x million)
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	**$1,587**
BART Expansion and Maintenance	$349 ~~$749~~
Bus Operations, Maintenance and Rapid Bus Projects	$1,548
Commuter Rail Improvements	$832 ~~$432~~
Ferry Services in Alameda County	$39
Affordable Transit for Youth, Seniors and People with Disabilities	**$964**
Affordable Youth Transit to School and Transit Innovation	$190
Affordable Transit for Seniors and People with Disabilities	$774
Traffic Relief on Streets and Highways	**$3,025**
City and County Streets*	$2,348
Highway Safety and Efficiency	$677
Clean Transportation, Community Development, Technology and Innovation	**$1,028**
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	$651
Community Development Projects to Improve Access to Jobs and Schools	$300
Technology and Innovation	$77
TOTAL INVESTMENTS (YEAR 2015 TO 2045)**	**$7,785**

Notes:
*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.
**Estimated funds from 2015 to 2045 are anticipated to be almost $8 billion.

$7,785 in Total Investments Year 2015 to 2045



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount ($ x millions)	% of Total Funds
 **BART, Bus, Senior, and Youth Transit (48%)**	Transit: Operations, Maintenance, and Safety Program	AC Transit	$1,455.15	18.8%
		Altamont Commuter Express	$77.40	1.0%
		BART Maintenance	$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	$38.70	0.5%
		Livermore Amador Valley Transit Authority	$38.70	0.5%
		Union City Transit	$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	$15.00	0.19%
		Subtotal	**$1,857.63**	**24%**
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	$232.20	3.0%
		East Bay Paratransit - AC Transit	$348.31	4.5%
		East Bay Paratransit - BART	$116.10	1.5%
		Coordination and Service Grants	$77.40	1.0%
		Subtotal	**$774.01**	**10%**
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	$10.0	**14%**
		Alameda to Fruitvale BART Rapid Bus	$9.0	
		Grand/MacArthur BRT	$6.0	
		College/Broadway Corridor Transit Priority	$10.0	
		Subtotal	**$35.0**	
	BART System Modernization and Expansion	Irvington BART Station	$120.0	
		Bay Fair Connector/BART METRO	$100.0	
		BART Station Modernization and Capacity Program	$90.0	
		~~BART to Livermore~~	~~$400.0~~	
		Subtotal	**$~~710.0~~310.0**	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	$120.0	
		Union City Intermodal Station	$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	$110.0	
		Oakland Broadway Corridor Transit	$10.0	
		Capitol Corridor Service Expansion	$40.0	
		Valley Link	$400.0	
		Subtotal	**$~~355.0~~755.0**	
	TOTAL		**$3,731.64**	**48%**

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.
BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.
All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

ACTC_AR1821

BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments. Funds for operations and maintenance will be provided to transit operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing ~~BART~~ rail system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, $1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

Transit Operations and Maintenance Program (21.55% of net revenue, estimated at $1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) $Millions
AC Transit	18.8%	$1,455
ACE	1.0%	$77
BART Maintenance	0.5%	$39
WETA (ferries)	0.5%	$39
LAVTA (WHEELS)	0.5%	$39
Union City Transit	0.25%	$19
Total Transit Operations	**21.55%**	**$1,668**

Affordable Youth Transit Pass Program ($15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at $175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

ACTC_AR1822

BART STATION ~~EXTENSION~~ AND SYSTEM IMPROVEMENTS ($37~~7~~10 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system~~, as well as provide local funding for a proposed BART extension in the eastern part of the county.~~

~~BART to Livermore ($400 M)~~

~~This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.~~

BART Station Upgrades and System Improvements ($310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.



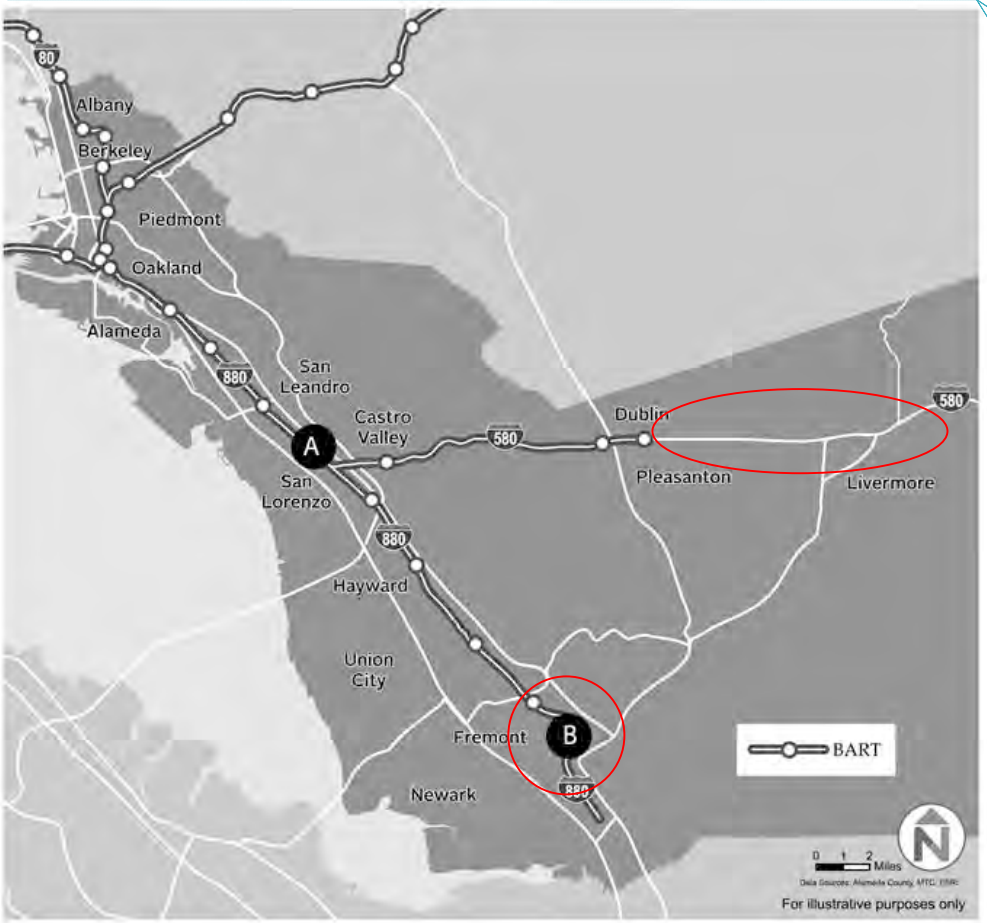
- **The Bay Fair Connector/BART METRO project will receive $100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive $90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.

- **The Irvington BART Station will receive $120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

ACTC_AR1823

BART INVESTMENTS



A Bay Fair Connector / BART METRO

B Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities

Commented [ACTC1]: Bottom circle: The new "B" is Irvington BART Station, and below that removal of "C"

Commented [ACTC2]: Top circle: Removal of the original "B – BART Extension to Livermore (within the I-580 corridor)"

Commented [ACTC3]: Middle circle: Change the original "C – Irvington BART Station" to a new "B"

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS ($~~355~~ 755 M)

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Corridor Area Transportation Improvements ($120 M)

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

Union City Intermodal Station ($75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.



Capitol Corridor Service Expansion ($40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

Railroad Corridor Right of Way Preservation and Track Improvements ($110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

Oakland Broadway Corridor Transit ($10 M)

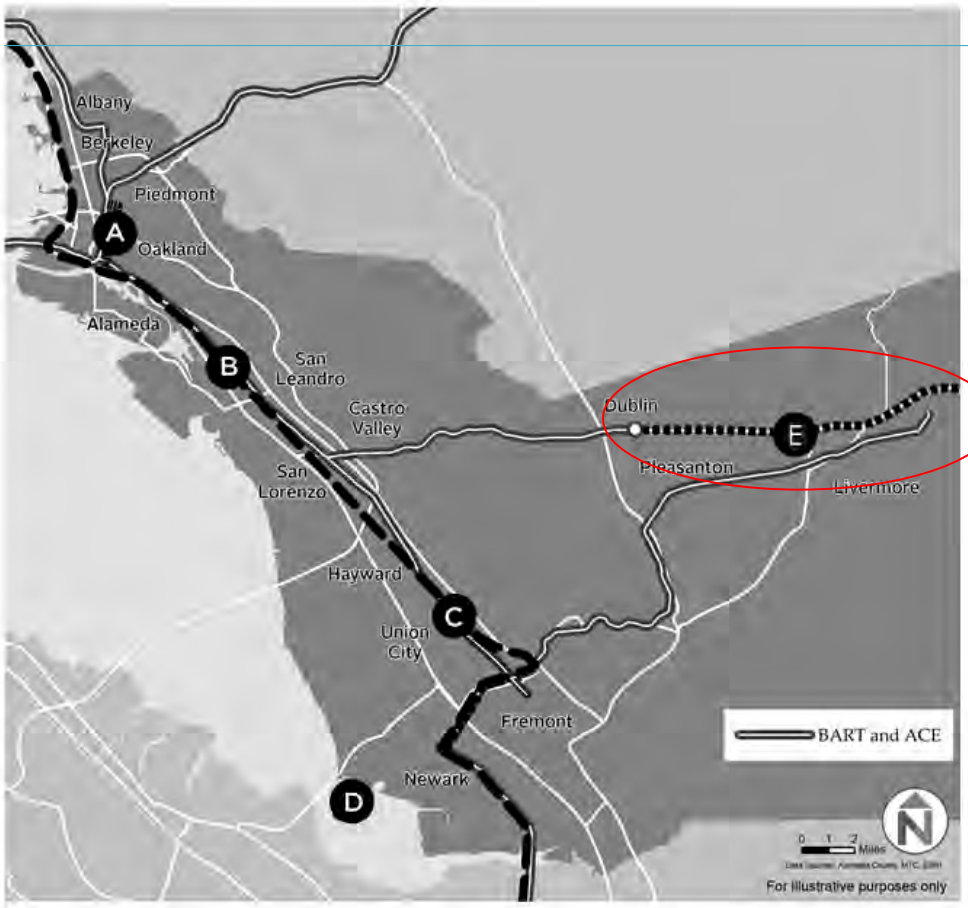
This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

Valley Link Rail in Alameda County ($400 M)

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

ACTC_AR1825

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



A Broadway Corridor Transit

B Capitol Corridor Service Expansion

C Union City Intermodal Station

D Dumbarton Corridor Area Transportation Improvements

E Valley Link Rail

Not Shown:
- Railroad Corridor Right of Way Preservation and Track Improvements

Commented [ACTC4]: **Both circles:** Addition of "E – Valley Link Rail" on the map and in the legend

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Valley Link

Connecting People, Housing, and Jobs

Fact Sheet

Project Overview

Connecting San Joaquin Valley to the Bay Area. Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

A Seamless Connection to BART. The first phase of service will provide a seamless and timed connection to BART, with service from North Lathrop to the Dublin/ Pleasanton BART station.

Frequent and Reliable Service. Trains will run throughout the day in both directions with the goal of matching BART frequency and hours of operation.

Initial Service Characteristics

	PEAK	OFF-PEAK
Between Dublin/ Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)



As of APRIL 2020

Tri-Valley • San Joaquin Valley REGIONAL RAIL AUTHORITY



By the Numbers

- **9,3500 Bay Area workers** - commuting from San Joaquin Valley today
- **42 Miles** - using existing transportation corridors
- **7 Stations** – Dublin/Pleasanton, Isabel, Mountain House, Tracy, River Islands, North Lathrop
- **78 Minutes** - current average commute each way
- **28 days** – total commute time per year for average commuter
- **75% increase** - commute traffic on I-580 by 2040
- **58% increase** – truck traffic on I-580 by 2040
- **25 daily round-trips** - by Valley Link trains each day in 2040
- **28,000 riders** – estimated in 2040 for Valley Link per day
- **99.4 Million** – reduction in Vehicle Miles Traveled (VMT) per year in 2040
- **33,000 metric tons** – reduction in greenhouse gas emissions (GHG) per year
- **0 Emissions** – battery-electric and hydrogen vehicle technologies under development
- **$2.4 Billion** - cost of Valley Link Phase 1 from Dublin/ Pleasanton BART to North Lathrop, in year of expenditure
- **$628 million** - identified as available for the project:
  - **$400 million** - Measure BB funds
  - **$188 million** - Bridge Toll funds
  - **$40 million - impact fees from the City of Livermore**
- **2027 – target date for Valley Link revenue service**

Project Benefits

Valley Link aims to be a model of sustainability in the design, construction and operation of the system. It is vital to our state's economy, environment and the quality of life in our communities:

- Serves communities and households in the Northern San Joaquin Valley with some of our state's highest poverty rates;
- Promotes equity by maximizing benefits to disadvantaged communities
- Links the Northern California Megaregion's workforce to affordable housing;
- Readily connects our state's future high-speed rail system to BART;
- Provides direct and seamless service to major employment centers in all parts of the Bay Area;
- Provides opportunities for compact transit-oriented development; and
- Will have a significant impact on the reduction of VMT and greenhouse gas emissions.
- Operates on renewable energy

Sources:
Bay Area Economic Institute Valley Link Project Feasibility Report (October 2019)
San Joaquin County Council of Governments

For more information about Valley Link, visit **www.valleylinkrail.com**

Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

Andreas Cluver
Secretary-Treasurer

Rob Stoker
President

Rafael Gonzalez
Vice President

Che Timmons
Sergeant in Arms

Auto & Marine Painters, #1176
Boilermakers, #549
Brick & Tile Layers, #3
Carpenters, #713
Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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Bay Area Transportation Working Group (BATWG)

May 11, 2020

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation Committee

Alameda County Transportation Commission (ACTC)

1111 Broadway, Suite 800 Oakland, CA 94607

Dear Commissioner Ortez:

It has come to our attention that the ACTC is thinking of reallocating the Measure BB funds set aside for the Livermore BART connection to "Valley Link". We urge you to desist.

For one thing such an action would make a mockery of what the Alameda County voters voted for in 2016. For another it would deny the people of Livermore the one good way of getting from their city to the East Dublin BART Station.

At the time the BART Board was considering whether or not to put the Measure BB $400 million toward a proposed $3.2 billion BART extension to Greenville Road, BATWG conducted an extensive investigation of the bus alternative. It was our conclusion that in terms of improving the access of the people of Livermore to BART, well-appointed buses (patterned after the privately-operated hi-tech buses) operating in bus-only lanes would be a far cheaper and better option. At the time we envisioned three separate lines originating in separate parts of Livermore all traveling out-of-traffic, at least during commute hours, to the Station.

Sincerely,

Gerald Cauthen
Co-Founder and President,
Bay Area Transportation Working Group
510 208 5441
www.batwgblog.com

Bay Area Transportation Working Group
3001 Ashbrook Court
Oakland CA 94601
www.batwgblog.com

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From:	Angie Ayers
To:	Angie Ayers
Cc:	Tess Lengyel; Vanessa Lee
Subject:	FW: Bike East Bay comments on Valley Link
Date:	Monday, May 11, 2020 12:23:17 PM

Hello Commissioners,

Please see the below public comment for item 5.1.

Regards,
Angie

Angie Ayers, Associate Administrative Analyst
Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607
Phone: 510.208.7450 direct dial | 510.208.7400 main line
Email: aayers@alamedactc.org Website: www.alamedactc.org
Facebook: www.facebook.com/alamedactc Twitter: @alamedactc

From: Vanessa Lee
Sent: Monday, May 11, 2020 12:20 PM
To: Dave(dave@bikeeastbay.org) Campbell <dave@bikeeastbay.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>; Angie Ayers <aayers@alamedactc.org>
Subject: RE: Bike East Bay comments on Valley Link

Received. Thank you.

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Dave Campbell <dave@bikeeastbay.org>
Sent: Monday, May 11, 2020 12:19 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Bike East Bay comments on Valley Link

Commission

We support transit, and possibly this project too, but have questions and concerns around:

1. The lack of public outreach in Livermore to generate support for this project. Measure BB in Livermore did not get a ton of support and BART was controversial. RM3 get even less support in Livermore. We don't want this project to be controversial like the BART project was. The Isabel Neighborhood Plan was controversial too because of BART. Where are the residents of Livermore on this project?;
2. Hour headways off -peak is poor public transit, and is in fact commuter rail. This corridor needs good transit. What can be done to convert this project from commuter rail to good transit?
3. Can we hear more about the financial crisis and how this project is affected? It's concerning to hear a presentation that does not acknowledge the current financial crisis.

Thank you for more clarifying information.

--
Dave Campbell
Advocacy Director
Bike East Bay
****
Office: 466 Water Street at Jack London Square in Oakland
Mail: PO Box 1736, Oakland, CA 94604
Cell: (510) 701-5971
BikeEastBay.org

Learn how COVID-19 is impacting Bike East Bay events and activities.

From:	Vanessa Lee
To:	Angie Ayers
Subject:	FW: Public Comment for item 5.1 at ACTC"s PPLC meeting on Monday 5/11
Date:	Monday, May 11, 2020 11:26:37 AM
Attachments:	hyperlinked_PPLC_Agenda_20200511.pdf

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, May 7, 2020 1:42 PM
To: Vanessa Lee <VLee@alamedactc.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>
Subject: Public Comment for item 5.1 at ACTC's PPLC meeting on Monday 5/11

Hi Vanessa-

I hope you are staying healthy and safe. Considering that I cannot attend next Monday's PPLC meeting in person due to the SIP, please make sure my comments are read into the record for Public Comment as part of agenda item 5.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti
(925) 858-5303

Dear Chair Ortiz and Honorable Commissioners:

On behalf of the Innovation Tri-Valley Leadership Group, I respectfully request for the PPLC to support the Staff recommendation to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. Our Committee worked to ensure that the Expenditure Plan included the fulfillment of plans dating back to the 1960's which envisioned a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. This vision was part of the plan approved by the voters of Alameda County. Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it.

Four years later in May of 2018, the BART Board certified the BART to Livermore EIR but transferred the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley to the Tri-Valley - San Joaquin Valley Rail Authority. The Authority has since completed a Feasibility Report for Valley Link, a project proven to be cost effective and efficient, estimated to carry between 26,000 and 28,000 riders a day in the highly congested I-580 corridor.

With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority that will benefit the environment, the economy and the quality of life of residents and

Bay Area workers. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete the project. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision of Measure BB for rail connectivity in the Tri-Valley, and I urge the Committee to approve the item.

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group
925.858.5303
tsbranti@innovationtrivalley.orgwww.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

May 8, 2020

Elsa Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: PPLC Agenda Item 5.1 – Tri-Valley-San Joaquin Valley Regional Rail Authority Request for 2014 Measure BB Transportation Expenditure Plan Amendment – **SUPPORT**

Dear Chair Ortiz:

I am writing on behalf of the Livermore Valley Chamber of Commerce (LVCC), a business membership organization with nearly 500 members from a cross-section of private/public and non-profit industry sectors that employ nearly 20,000 workers. Ensuring that public dollars are wisely spent and that taxpayers receive a good return on their investment, while responsibly planning, funding, and maintaining and operating our transportation system is a key policy priority for LVCC.

LVCC supports the above referenced item, advancing the efforts to close the gap in the I-580 corridor for an urgently needed and long-awaited, effective rail connection between Livermore and the Dublin/Pleasanton East BART station. I reiterate the support formerly expressed by LVCC over many years for planning and funding support for such a project. LVCC appreciates the wisdom of the leaders of the Alameda County Transportation Commission in designating significant funding in Measure BB (which was supported by LVCC) to provide for a future rail connection in this corridor. In light of events that have transpired since the approval of BB, your prudent actions necessary to amend the expenditure plan to accommodate the request by the Tri-Valley-San Joaquin Valley Regional Rail Authority is welcomed and appreciated. LVCC recognizes and strongly supports the efforts of the TVSJRRA to effectively deliver a rail connection project in this corridor within the next few years.

We look forward to moving forward with this initiative and this project, and stand ready to support you in this action.

Respectfully,
Dawn P. Argula
Dawn P. Argula
CEO/President

C: Scott Haggerty, First District Supervisor, Alameda County BOS
Tess Lengyel, Executive Director, Alameda County Transportation Commission
Michael Tree, Executive Director, Valley Link
John Marchand, Mayor, City of Livermore

Livermore Valley Chamber of Commerce
2157 First Street Livermore CA 94550
925.447.1606
www.livermorechamber.org

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SIERRA CLUB
SAN FRANCISCO BAY

Serving Alameda, Contra Costa, Marin and San Francisco counties

May 11, 2020

Via email to: vlee@alamedactc.org

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation (PP&L) Committee
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: PP&L Agenda item #5.1 – Approve Tri-Valley- San Joaquin Valley Regional Rail Authority (TVSJVRRA, aka Valley Link) Request for a 2014 Measure BB Transportation Plan Expenditure (TEP) Amendment

Dear Chair Ortiz and Members of the PP&L Committee:

On behalf of our more than 13,500 members in Alameda County, the Sierra Club writes to respectfully express great concern about Item #5.1 on your Agenda for Monday May 11, 2020. We believe that there are far too many issues and questions that should be addressed before the recommended actions move forward.

We recognize that the proposed actions before your Committee are just the beginning of a process to reprogram the sales tax funds that were approved by voters for "BART to Livermore." But as set forth in the staff memo, the proposed actions, and their timing, would establish dangerous precedents for lack of planning and financial responsibility. There is simply no need to rush into the proposed actions, particularly in the context of the current health and financial crises being faced by the State and local communities. Why not first take time for responsible analysis and an opportunity to see if-how-and-when recovery is able to occur, before committing funds that may not materialize for years to come?

Every responsible forecast is anticipating that "the future of work" will be different, post-pandemic, than we have ever been experiencing previously. Why base such a massive investment of public funds on what is already and at best "old data?"

The first Agenda request is that the TVSJVRRA be acknowledged as a new agency in Alameda County that can be an eligible recipient of Measure BB funds. While this

2530 San Pablo Ave., Suite I, Berkeley, CA 94702 Tel. (510) 848-0800 Email: info@sfbaysc.org

should be the least controversial element of the requests, nothing in the staff memo identifies the potential magnitude of impacts on other Measure BB transit recipients. There is no operating budget provided in the Committee materials. Can taxpayers and pre-pandemic passengers be assured that this new system will not become a drain on other, voter-approved transit agencies in the County?

The second and third requests would remove "BART to Livermore" from the TEP and substitute Valley Link with no consideration of possible alternatives – why? The project list for Measure BB was the result of years of input and deliberation by Community and Technical Working Groups. Why not have a full and fair competition for alternative uses of these funds, throughout the full list of "BART, Bus, Senior, and Youth Transit" options identified as the relevant "Type" on page 3 of the TEP (page 24 of the Committee packet), especially with the enormous uncertainties facing projections for both traffic and funding revenues?

Implementing Guideline 22 of the Measure BB TEP is surprisingly omitted from the staff memo, but supports this broadened approach, stating:

> **22. Fund Allocations**: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

Even the language from AB 758 (Eggman/Baker, PUC section 132658) that is quoted in the "superseded" request dated September 11, 2019, recognized that there was no entitlement to the "local funds controlled by the Alameda County Transportation Commission."

It should also be noted that the proposed description and conditions regarding Valley Link delete and/or change significant descriptive and cautionary language (which was carefully negotiated and voter-approved) before funds may actually be "used." The text below sets forth full "before and after" language in a single view for the information of Commissioners and the public:

> ~~BART to Livermore ($400 M)~~
> Valley Link rail in Alameda County ($400 M)
>
> This project funds the first phase of a ~~BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ Valley Link rail extension from the existing Dublin/ Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.

> Funds are for construction for any element of this first phase project and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an ~~detailed~~ alternative assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Why are voter and environmental protections proposed to be removed for this new project? Do Commissioners really think this is wise and appropriate? Why not, at a minimum, wait until the requisite Environmental Review is both released in draft form and then completed? – This critical document is already a year behind the previous schedule.

Where is the San Joaquin County commitment to support their own residents who are likely to be the primary beneficiaries of this project? The proposed resolution merely states that:

> SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from ***future*** measures and state funds. **(emphasis added)**

Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and operations for this multi-county project. “Leveraging” of other funds should, at a minimum, be based on full and fair participation from designated “partners.”

Several places in the proposed “amendments” describe Valley link as “Commuter Rail," despite the fact that it is proposed to operate throughout the day. Subsection 49 CFR 37.3 in relevant part defines “commuter rail” as

> *Commuter rail transportation* means short-haul rail passenger service operating in metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fare, multiple ride, and commutation tickets and by morning and evening peak period operations. This term does not include light or rapid rail transportation.

Is this an attempt to obviate or avoid an obligation for ADA complementary paratransit service for passengers, or attempted passengers, who may have difficulty using the train service?

We must also ask if ACTC or Valley Link have informed MTC and ABAG that the proposed project will facilitate inter-regional commuting, contrary to the intent of SB 375 and the Bay Area's Sustainable Communities Strategy.

This message sets forth only some of the most obvious concerns about the proposed Measure BB actions. There are certain to be more, but disclosure by ACTC and Valley Link should not be delayed until the end of the requisite "public comment" period. The Sierra Club respectfully requests, and urges at a minimum, that the questions and issues noted above be addressed before any Commission action to consider Valley Link's requests. To do any less would call into question Commissioners' significant public service obligations to Alameda County voters, taxpayers, and residents. We look forward to working with you and ACTC staff to consider a full range of responsible uses of Measure BB funds. If you have any questions, or desire further information, please do not hesitate to contact Matt Williams at mwillia@mac.com.

Sincerely,

ss/
Matt Williams
Chair, Chapter Transportation and Compact Growth Committee

ss/
Dick Schneider
Chair, Chapter Tri–Valley Group Executive Committee

ss/
Eric Parfrey
Volunteer Leader, Mother Lode Chapter

Cc: Sierra Club California Director Phillips
San Francisco Bay Chapter Executive Committee Chair Bolotina
San Francisco Bay Chapter Director Berbeco

Memorandum 8.1F: Handout

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

DATE:	May 28, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy Vanessa Lee, Clerk of the Commission
SUBJECT:	Additional Public Comment Submissions regarding the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP)

Please find all written public comments received for the May 28, 2020 Commission meeting Item 8.1: Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan that were submitted after the Commission packet was distributed and were received by the 5 p.m. deadline notice on the agenda. These comments are in addition to those already distributed at Attachment E to item 8.1 in the Commission meeting materials. (*listed in alphabetical order):*

- Alameda County Taxpayers Association
- BART (1)
- BART (2)
- Bay Area Council
- Bay Area Transportation Working Group
- Building & Construction Trade Council of Alameda County
- Chabot-Las Positas Community College
- City of Dublin
- City of Livermore
- City of Pleasanton
- Innovation Tri-Valley Leadership Group
- Laborers' Local 304
- Livermore Amador Valley Transit Authority
- Pleasanton Chamber of Commerce
- Train Riders Association of California

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From:	Marcus Crawley
To:	Vanessa Lee
Subject:	Tri Valley $400 million
Date:	Saturday, May 23, 2020 7:59:43 AM

Pauline Cutter, Chair, and ACTC Commissioners May 22, 2020
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)

Dear Chair Cutter:

The Alameda County Taxpayers Association (ACTA), a 501(c)(4) organization, represents the taxpayers of this County in advocating legal and productive expenditures of taxpayer funds. As such, ACTA is a statutory appointer of a member of the ACTC Independent Watchdog Committee.

Alameda County Taxpayers Association [ACTA] is troubled by plan to transfer $400 million BART funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority. The Alameda County voters approved the Special Tax of Measure BB and to be dedicated for Alameda County transportation projects such as the BART to Livermore extension. The foremost consideration of ACTC must be the will of the voters. ACTC must narrowly construe the intention of the voters regarding the 'specific purposes' of the Measure BB special sales tax. The voters did not contemplate that the Measure BB taxes would single-handedly fund multi-county projects in the absence of funds contributions from other counties. When the Tri-Valley Authority has produced its share of the project funding, the ACTC can plan how to spend Tri-Valley Authority funds. ACTA will vigorously oppose any plan to divert these funds away from a voter-approved project.

For the present ACTC must demonstrate that it can plan a viable project by solving the BART to Livermore extension. This Committee must demonstrate leadership and build consensus on existing Alameda County projects, not leap ahead to the next glorious project that has not even been planned. As a first step in leadership, the committee should use its power to make the promised annual audits of Measure BB expenditures a reality.

We call on ACTC to table this action until such time as a proper study be made of this project and the logical alternatives, including a long-haul commuter express bus network for both Eastern Alameda County along the I-580 Corridor and over the hills from the Central Valley. We certainly have no objection to working jointly with Central Valley governments and other interest groups on a project of mutual benefit. However, we do not understand why ACTC is proposing that the Alameda County taxpayers be the first to transfer funds approved by the voters to benefit primarily Alameda County residents to a project that would instead primarily benefit residents of other counties – particularly since there is no commitment from those counties, or even an idea of when such a commitment might be made.

The $400 million was originally approved by the voters as part of Measure BB in 2014 for a BART extension to Livermore. The BART Board elected not to pursue this, so we agree it is proper to study other transportation improvements in this corridor – but, we believe that the first priority should be for what the voters intended, benefits for the residents and travelers along the I-580 corridor in the Eastern Tri-Valley area.

We do not object to the study of rail alternatives in this corridor and into the Central Valley, either BART or commuter/inter-city rail. But, in our role as a taxpayer advocate, we believe that it would be improper to advocate for rail unless and until a proper, unbiased study fairly considers other options, including a bus system on dedicated lanes, that could require far less taxpayer dollars and could be completed much faster. If the study shows that Valley Rail is the best option and is fair to the taxpayers and the traveling public, and is feasible, then ACTC should consider this $400 million reallocation at that time.

We do not understand the necessity nor the benefit of making this decision so early in the planning process.

I will be commenting on this matter at the Commission meeting.

Thank you for your consideration of the position of the Alameda County Taxpayers Association on this important matter before the Commission.

Respectfully submitted,

Marcus Crawley -President of

ACTA

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As BART Director (District 5) and representative for my constituents and taxpayers in the Tri-Valley area, I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades. The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

I urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

John McPartland
BART Director, District 5

www.bart.gov

Cc: BART Directors and Board Appointed Officers
Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
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Rebecca Saltzman
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4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

Via Email

Mayor Pauline Cutter, Chair
c/o Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 95607
vlee@alamedactc.org

RE: Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request

Chair Cutter:

Thank you for the opportunity to comment on the above referenced item. On behalf of the San Francisco Bay Area Rapid Transit District (BART), I would like to express support for beginning a 45-day comment period on the proposed amendment to the 2014 Measure BB funded TEP, as described in the staff memorandum.

In May 2018, the BART Board of Directors certified the Final Project EIR for the BART to Livermore extension, and directed staff not to advance a specific project in the Tri-Valley. Pursuant to AB 758 (Baker), the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) at that point assumed responsibility to advance a rail project in the corridor. Since then, BART staff have been engaged with the TVSJVRRA throughout project feasibility and initial design and environmental assessments of the proposed Valley Link Rail project, and this coordination continues.

Because of this, BART supports the action to begin the public comment period for the amendment to the TEP naming the TVSJVRRA as an eligible recipient of Measure BB funds and specifically naming the Valley Link project in place of BART to Livermore. It is important to hear from Alameda County residents and other stakeholders. The District anticipates submitting a more detailed set of comments during the official 45-day comment period that this action will kick-off.

Please do not hesitate to contact me or my staff with any additional questions.

Sincerely,

Robert M. Powers
General Manager

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BAYAREA COUNCIL
Shape the Future

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Jim Wunderman

Jim Wunderman
President & CEO
Bay Area Council

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

Bay Area Transportation Working Group

May 23, 2020

Pauline Cutter, Chair, and ACTC Commissioners

Alameda County Transportation Commission

1111 Broadway, Suite 800

Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda Item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)"

Dear Chair Cutter:

The Bay Area Transportation Working Group (BATWG) is an Oakland-based 501(c)(3) composed of senior transportation experts and advocates with centuries of collective experience in California, Bay Area, and Alameda County transportation issues and projects.

At BATWG's May 21, 2020 meeting there was a discussion of the proposed diversion of Alameda County Measure BB funds to Valley Rail. After the discussion the vote was unanimous; we believe this action would be inappropriate and unwise.

What Valley Rail needs most right now is a full, proper, and unbiased study of its feasibility – including projected ridership, cost-effectiveness and identified sources of funding, all in comparison with the other transportation options for the corridor and all taking the changes brought on by COVID into full account.

In 2017, when the question how to use this $400 million was before the BART Board, the BART staff recommended a significantly upgraded bus option on grounds that it would better serve the transportation needs of Pleasanton and Livermore than an expensive 10-mile extension of BART to Livermore's Greenville Road would. BATWG strongly supported the staff's recommendation and subsequently submitted a list of proposed bus system enhancements.

The original BART Extension project approved by the Alameda County voters was intended to benefit the people of Alameda County, including the residents of

Pleasanton and Livermore Area and those traveling to those cities from more westerly Alameda County locations. Obviously, this was a project that the Alameda County taxpayers were willing to support because the vast majority of the benefits would accrue to Alameda County residents and taxpayers. Valley Rail, which includes five stations in the Central Valley and only three in Alameda County, is intended to primarily benefit non-Alameda County residents.

There is no reason or justification for diverting $400 million in BB funds to Valley Rail at this time.

The Bay Area Transportation Working Group looks forward to working with the ACTC in working to improve transportation in the I-580 Corridor.

Respectfully submitted,

Gerald Cauthen PE

President and Co-founder

Bay Area Transportation Working Group (BATWG)

510 208 5441

www.batwgblog.com

Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

Andreas Cluver
Secretary-Treasurer

Rob Stoker
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Rafael Gonzalez
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Che Timmons
Sergeant in Arms

Auto & Marine Painters, #1176
Boilermakers, #549
Brick & Tile Layers, #3
Carpenters, #713
Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

May 26, 2020

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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CHABOT
LAS POSITAS
COMMUNITY
COLLEGE
DISTRICT

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The CLPCCD and, especially Las Positas College, as evidenced by our MOU with LAVTA, recognize the value of public transportation in meeting sustainability goals and facilitating travel to and from the college. Specifically, the largest benefactor of these two projects will be Las Positas College, and the community we serve which encompasses over 9,200 students and 500 employees. Our research shows that our public transportation usage average is 10,000 individual rides per month and nearly 500 students take the bus each business day. Of our total student population, 20% take classes at both campuses. A rail extension to Livermore would support and facilitate the needs of student populations from both the Tri-Valley and 880/580 corridors. We know there is still a great need for additional public transportation options for all of our students and employees.

CLPCCD provides educational opportunities and support for completing of students' transfer, associate degree, basic skills, career technical education, and retraining goals. We serve, annually, approximately 29,000 students. Our employees and students use public transportation to get to and from their homes to our places of work.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Ronald P. Gerhard
Chancellor

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

CHABOT-LAS POSITAS COMMUNITY COLLEGE DISTRICT BOARD OF TRUSTEES

Edralin J. "Ed" Maduli, President
Genevieve Randolph, Secretary
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Ronald P. Gerhard, Chancellor

OFFICE OF THE CHANCELLOR

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DUBLIN
CALIFORNIA
THE NEW
AMERICAN
BACKYARD

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Linda Smith
E33836CEEC044E0...

Linda Smith
City Manager, City of Dublin

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
925.833.6640
Fire Prevention
925.833.6606
Human Resources
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Parks & Community Services
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Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

LIVERMORE
CALIFORNIA

May 28, 2020

The Honorable Pauline Russo Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Agenda Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. Position of support.

Dear Chair Cutter:

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

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The environmental benefits of Valley Link are significant. Valley Link offers a rail alternative for those commuting by automobile. An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles

Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year.

Valley Link supports construction of badly needed affordable housing. Through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The Isabel Neighborhood Specific Plan, developed around the Valley Link station at Isabel Avenue, includes 4,095 new multifamily housing units with a mandatory 20% minimum affordable requirement with an overall goal for 25% affordable units in the Plan area.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will help ensure that this vital project can move forward to benefit the entire County and that commitments to the Tri-Valley are finally met.

Sincerely,

John Marchand

John Marchand
Mayor

cc: Supervisor Scott Haggerty
Tess Lengyel, ACTC Executive Director

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THE CITY OF
PLEASANTON

May 26, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that all of our Tri-Valley residents will finally benefit from the taxes they have paid to BART for many decades.

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P. O. Box 520, Pleasanton, CA 94566-0802 **123 Main Street**

City Manager
(925) 931-5002
Fax: 931-5482

City Attorney
(925) 931-5015
Fax: 931-5482

Economic Development
200 Old Bernal Avenue
(925) 931-5038
Fax: 931-5476

City Clerk
(925) 931-5027
Fax: 931-5492

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We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Nelson Fialho
9B5F9FFD0C8544D...

Nelson Fialho
City Manager

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Pleasanton City Council

From:	Tim Sbranti
To:	Vanessa Lee
Subject:	Public Comment for Item 8.1 at ACTC meeting on Thursday 5/28
Date:	Tuesday, May 26, 2020 11:26:55 PM

Hi Vanessa-

I hope you are doing well. Please make sure my comments are read into the record for Public Comment as part of agenda item 8.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti

Dear Chair Russo Cutter and Honorable Commissioners:

On behalf of the business and civic leaders who comprise the Innovation Tri-Valley Leadership Group, please support the Staff recommendation and the unanimous decision from PPLC to amend the Measure BB Transportation Expenditure Plan and replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. As Commissioner Haggerty pointed out at the PPLC meeting, a deliberate decision was made to ensure that priorities of leaders in each of ACTC's 4 planning areas were included in the measure. The priority in 2014 remains the same as it was 50 years as it is today.....establishing a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision approved by the voters of Alameda County for rail connectivity in the Tri-Valley.

Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it. Considering that the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley was transferred in 2018 from BART to the Tri-Valley - San Joaquin Valley Rail Authority, now is the time to transfer the funds as well for rail in the Tri-Valley. In recent months, the Authority has completed a Feasibility Report for Valley Link, a project proven to be cost-effective and efficient, estimated to carry between 26,000 and 28,000 riders a day to relieve gridlock in the highly congested I-580 corridor. With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority and the time to act is now.

Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with state, federal and private funding to complete the much-needed project, and we hope that you will

fulfill the original vision and meet present and future needs of the County by approving the item.

--

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Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group

www.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

From:	Rafael Gonzalez
To:	Vanessa Lee
Subject:	Valley Link
Date:	Tuesday, May 26, 2020 10:10:41 AM

Good morning. I am writing to you in support of the Valley Link project and the proposed funding of that project. As a representative of thousands of workers who commute from the Central Valley into the Bay Area, and as someone who does that same commute, I can attest to the importance of the Valley Link Rail System. I moved to Tracy, about 20 years ago and I have seen firsthand the increase in commuter traffic. All the experts agree that this will only continue to increase as time goes on. This will result in more time on the road, which increases the carbon footprint of each individual commuter. Valley Link provides a safe alternative from the Central Valley to the Bay Area, reducing the amount of vehicles on the road, which in turn results in lower commute times, carbon emissions, and stress levels!

Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.

The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.

For these reasons and other, I humbly ask that you consider having the Tri-Valley – San Joaquin Valley Regional Rail Authority recognized as an agency eligible for Measure BB funds (agency hadn't been created when Measure BB was approved). We are also seeking to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project. This will put $400 million in Measure BB funds into the control of the Valley Link Board.

I thank you for your consideration.

Rafael Gonzalez
President/ Field Representative
Laborers' Local 304
(510)581-9600 (office)
(510)432-2827 (mobile)

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Livermore Amador Valley
TRANSIT AUTHORITY

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

David G. Hudson

Cc: Alameda County Transportation Commission members
Tess Lengye!, ACTC Executive Director

1362 Rutan Ct., Ste. 100 | Livermore, CA 94551
O. (925) 455-7555 | F. (925) 443-1375
wheelsbus.com

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PLEASANTON CHAMBER of COMMERCE

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I am writing to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to eventually advance rail connectivity to the San Joaquin Valley. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are finally met.

Sincerely,

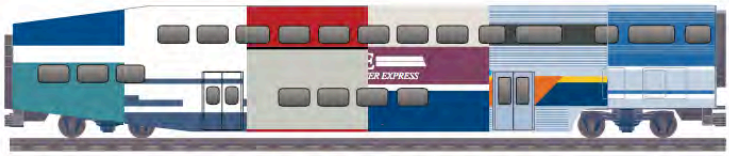
Steve Van Dorn
President & CEO

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

www.pleasanton.org
777 Peters Avenue • Pleasanton, CA 94566 • Phone: (925) 846-5858 • Fax: (925) 846-9697

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TRAC
Train Riders Association of California



1025 Ninth Street Suite 223
Sacramento CA 95814-3516

(916) 557-1667
www.calrailnews.org
president@calrailnews.org

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Contra Contra County

May 26, 2020
Submitted to:
contact@
alamedactc.org

Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Agenda Item # 8.1, May 28 Meeting
Measure BB Exp. Plan Amendment

Dear Chair Cutter:

The Train Riders Association of California ("TRAC") is a statewide rail advocacy organization that has worked since 1984 to improve passenger rail service in California. TRAC has been involved in passenger rail planning for the Altamont Corridor for at least two decades. We have made presentations to the Valley Link Board and participated in their public meetings.

We write today to urge your Board to defer action on amending the Expenditure Plan for Measure BB until you receive an environmental impact report for Valley Link, which is nearing completion. The Administrative Draft was under review last October, and the Draft EIR is now scheduled for public review in September 2020. TRAC suggests the following reasons for deferral of this agenda item:

1. Without a certified EIR, there is no evidence to support the claim that the proposed Valley Link project will provide meaningful benefits to Alameda County taxpayers. The Commission has a special duty to taxpayers to make an affirmative finding of benefit, under Section 14 of the Expenditure Plan Guidelines:

> **No Expenditures Outside of Alameda County**: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. (emphasis added.)

2. From its inception, this project raised serious questions as to whether BART would be able to handle the additional passengers that Valley Link would transport from the Central Valley. The EIR

should resolve that question. If Valley Link were projected to make overcrowding on BART even worse, that would have serious implications as to whether the project could reasonably be judged as benefitting Alameda County residents.

3. An EIR would determine whether Valley Link would result in the construction of any infrastructure or station that would be inconsistent with the land use-constraining provisions of Alameda County year 2000 Measure D. On a related topic, an EIR will provide information on the Valley Link project's compliance with the County's Gateway Policy.

4. As the largest single capital project in Measure BB, BART to Livermore was the marquee project. Because of that special status, it demands special treatment above and beyond the 2/3 majority required for an amendment. This is not some minor project. Amending the Plan to include this project changes the entire profile of the measure, because the voters never gave their support to the Valley Link project. There is no evidence that the voters of the Tri-Valley, which did not support Measure BB, would support Valley Link.

5. Because Measure BB resulted in financial trade-offs between the Tri-Valley and the North County cities through a reweighting of the basic allocation formula for local streets and roads, the entire Expenditure Plan would need to be reopened to assure fairness for all jurisdictions.

6. Other alternative projects, including several that TRAC has advocated for, would potentially be far more cost-effective in providing the service that Valley Link seeks to offer. In particular, the $1+ billion dollar cost of the I-580 relocation is merely a utility relocation, offering no transportation benefit to taxpayers.

Thank you for considering these comments.

Sincerely yours,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President, TRAC

ALAMEDA County Transportation Commission

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

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City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

May 28, 2020

Mayor John Marchand
City of Livermore
1052 Livermore Avenue
Livermore, CA 94550

Via Email: mayormarchand@cityoflivermore.net

Re: Alameda County Transportation Commission 2014 Measure BB Transportation Expenditure Plan Amendment Comment Period

Dear Mayor Marchand,

In November 2014, voters in Alameda County approved Measure BB, authorizing an extension of the existing transportation sales tax (Measure B), administered by the Alameda County Transportation Commission (Alameda CTC). The 2014 Transportation Expenditure Plan (2014 TEP) guides the investments of Measure BB revenues toward capital projects and programs that improve the countywide transportation system.

On May 28, 2020, the Alameda CTC Commission voted to initiate a comment period for comments by jurisdictions in Alameda County on a proposed amendment to the 2014 TEP to replace the BART to Livermore project with the "Valley Link" project. The 2014 TEP Implementing Guidelines specify that all jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

Proposed Amendment

In September 2019, the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) requested that Alameda CTC amend the 2014 TEP to replace the BART to Livermore project that is in the 2014 TEP with the Valley Link rail project, and transfer the associated $400 million that was identified for BART to Livermore to the Valley Link project. The TVSJVRRA was created in 2017 by the State Legislature (Assembly Bill 758) for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County. In 2017, BART released the Draft Environmental Impact Report for the BART to Livermore project, which had been under consideration for many years. In May 2018, the BART Board voted to certify the Final EIR and also passed a motion directing the BART General Manager to not advance an alternative, effectively

passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The amendment that has been requested to be made to the 2014 TEP includes the following key elements:

1. Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds.

2. Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.

3. Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.

4. Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above.

A detailed description of the proposed amendment and background can be found in the attached Alameda CTC Commission staff report.

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP) that is proposed to be removed:

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies

and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP, as detailed in the attached Alameda CTC Commission staff report.

Comment Period

On May 28, 2020 the Alameda CTC Commission voted to initiate the comment period. The 45-day comment period closes on July 13, 2020. Given the current shelter in place in effect in Alameda County, comments can be submitted electronically to: tepamendment@alamedactc.org, or by mail to the ACTC office.

Email: tepamendment@alamedactc.org, or

Address: 1111 Broadway, 8th Floor
Oakland, CA 94607

After the 45-day comment period, Alameda CTC staff will review and analyze the comments received and present the proposed amendment and comments to the Alameda CTC Planning, Policy and Legislation Committee for consideration and recommendation to the full Commission for action. To modify and amend the TEP, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners.

If you have any questions regarding this item, please contact me at tlengyel@alamedactc.org or 510.208.7402.

Sincerely,



Tess Lengyel
Executive Director

Attachment: May 28, 2020 Alameda CTC Commission Staff Report

cc: Marc Roberts, City Manager
City of Livermore
citymanager@cityoflivermore.net

ACTC_AR1878

ALAMEDA County Transportation Commission

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

Memorandum

8.1

DATE:	May 21, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Recommendation

It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request (Attachment A) for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and 4) make associated technical amendments. Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. This is an action item and requires 2/3 approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Summary

The 2014 Measure BB TEP included $400 million for BART to Livermore. Since that time, a significant number of developments have occurred on the project and in the project area, as detailed in the Project Background section of this memo. The TVSJVRRA was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

In 2017, BART released the Draft Environmental Impact Report for BART to Livermore. In May 2018 the BART Board voted to certify the Final EIR. The Board also passed a motion directing the General Manager to not advance an alternative, effectively passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The TVSJRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the $400 million from the BART to Livermore TEP project to Valley Link. The TEP amendment process, as detailed later in this memo, requires a 45-day comment period by jurisdictions in Alameda County. This recommended action would authorize the initiation of the 45-day comment period. Staff will then return to PPLC and the Commission after the completion of the comment period for final action on the proposed TEP amendment. Once a final amendment is recommended to the Commission after the comment period, a 2/3 vote by the Commission is needed per the TEP Implementing Guidelines.

The proposed amendment includes the following elements, which are documented in Attachments B and C:

1) Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds (Attachment B, Plan Amendment Resolution).
2) Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.
3) Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.
4) Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above (as shown in Attachment C, TEP Redline Markups).

Project Background

A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years, there have been efforts by many residents, local elected officials, and other stakeholders to extend the BART alignment to Livermore, including planning, funding and project development efforts.

Regional and State Rail Planning

In 2007, the San Francisco Bay Area Regional Rail Plan developed by the Metropolitan Transportation Commission (MTC) identified the BART to Livermore extension as an important inter-regional rail connection. The Regional Rail Plan envisioned that BART should connect to the ACE train service in Livermore in order to provide a reliable and fast transit option for the growing congestion over the Altamont Pass and along the I-580 corridor. The importance of rail service between the Tri-Valley and San Joaquin Valley was reiterated in the 2018 California State Rail Plan, which calls for a Tri-Valley rail hub and increased rail frequencies and connectivity over the Altamont Corridor.

BART to Livermore Project

By the 1980s, the extension of BART further east in the Tri-Valley was already under serious consideration. In the mid-1980s, BART purchased a potential site for a future station near the Isabel Avenue and Interstate 580 interchange and a site in the vicinity of Greenville Road and Interstate 580 for purposes of preserving land for a potential station and yard/maintenance facility. In 1997, the Dublin/Pleasanton line was opened, with a West Dublin station added in 2011.

Numerous local and regional transportation measures have included support for BART to Livermore, starting with the 1986 Alameda County Measure B, which included $170 million for a "Rail extension to Dublin Canyon". The 2000 TEP included funding of $8.7 million for "I-580 Corridor/BART to Livermore Studies". Measure BB included $400 million in the 2014 TEP for "BART to Livermore". The project also received Regional Measure 1 bridge toll funding to advance planning and environmental work. In June 2018, Bay Area voters approved Regional Measure 3, which includes $100 million for "Tri-Valley Transit Access Improvements."

In 2010, after two years of analysis, BART completed a Program Environmental Impact Report (EIR) that evaluated the feasibility of five potential station sites and 10 different alignments for the BART to Livermore extension. In 2012, the BART Board of Directors directed its staff to advance the conceptual engineering and environmental review of a one-station extension to Isabel Avenue (Proposed Project), as well as to coordinate with the City of Livermore on the land use planning around the future station site.

In 2014, Alameda County voters approved Measure BB to fund the 2014 TEP, which includes $400 million in dedicated funding for the BART to Livermore extension. Measure BB commits funds to support construction of the extension of BART in the I-580 corridor using the most effective and efficient technology.

On July 31, 2017, BART released the Draft Project EIR evaluating the Proposed Project and alternatives. In May 2018, BART released the Final Project EIR. The BART Board certified the Final Project EIR on May 24, 2018 and directed staff to not advance a specific project.

As major transportation project planning and analysis was underway, cities also advanced land use planning around future rail service. The City of Livermore prepared the Isabel Neighborhood Plan and program-level EIR for development around a new station. The Livermore City Council adopted the Isabel Neighborhood Plan and certified the EIR for the Plan in May 2018.

ACEforward Program

The San Joaquin Regional Rail Commission (SJRRC) ACEforward program outlined a vision for a phased rail infrastructure and service improvement plan to increase frequency, increase service reliability, and enhance passenger facilities along the existing ACE service corridor from San Jose to Stockton, and to extend ACE service to Modesto and Merced. The (SJRRC) released a Draft EIR in May of 2017 that was later rescinded; however, the technical

documents developed by the SJRRC for the ACEforward Draft EIR were made available to the TVSJVRRA for advancement of the Valley Link Project Feasibility Report and Draft EIR.

Creation of TVSJVRRA

In 2017 Assemblymembers Catharine Baker and Susan Eggman authored AB 758, which created the TVSJVRRA. The TVSJVRRA is led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal established for the TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system that reflects regional consensus and meet the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with a feasibility report.

AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance the project per AB 758. The TVSJVRRA adopted several goals and policies to guide the development of the project.

A key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

TVSJVRRA Adopted Project Goals:

The following goals were adopted by the TVSJVRRA to address identified regional and economic and transportation challenges:

- Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs.
- Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction, and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link Project Development Policies

The TVSJVRRA adopted several policies to guide the development framework of the project, including the following sustainability and transit-oriented development policies:

- Sustainability Policy: Identifies implementing strategies to achieve a zero emissions system. The adopted Sustainability Policy includes a commitment to encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households. It further directs maximizing benefits to these communities and households in the project planning and design of Valley Link. Four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities.
- Transit Oriented Development (TOD) Policy: Support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:
    - Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
    - Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently submitted by the City of Livermore to MTC/ABAG as a new PDA.

Valley Link Project Description

Valley Link is a proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail services between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

Attachment D includes a summary fact sheet and diagram of the proposed project.

The project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021 respectively.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (per a 2014 TEP amendment), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

Other Agency Actions

Given the project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, the San Joaquin Council of Governments (SJCOG), SJRRC, BART, Alameda CTC and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project:

- MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Resolution Number 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.
- SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.
- BART: BART has committed staff to directly lead the early development of the project due to its expertise in developing and delivering similar projects, such as the e-BART extension to Antioch.
- Alameda CTC, the SJRRC and Caltrans have provided technical reviews of preliminary design plans and documents. In addition, the TVSJRRA is in discussion with the City of Tracy regarding donation of a key 200-acre parcel under City of Tracy ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $20 million and is currently being appraised.

Project Considerations

The project construction will have significant impacts on the I-580 Express Lanes, with major impacts anticipated during construction. The TVSJVRRA staff have been working with Alameda CTC, as well as Caltrans, to identify design and construction considerations. Alameda CTC staff have held several workshops with the project design team to evaluate the preliminary design plans and will continue to be engaged through the ESC and technical groups to provide policy and technical feedback during design development to ensure minimal impacts to the I-580 Express Lanes. Alameda CTC will continue to work closely with the TVSJVRRA as the project design advances, and will also conduct financial analysis to understand potential impacts to toll revenues during construction to ensure revenue losses are addressed.

Proposed Amendments

The amendment that has been requested to be made to the 2014 TEP includes two elements as follows:

- Amend to include the new entity of the TVSJVRRA
- Amend to include the Valley Link Project for $400 million

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP):

BART Extension and System improvements ($710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as provide local funding for a proposed BART extension in the eastern part of the county.

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP. The proposed changes include moving the project from page 18 from the BART section of the TEP to page 20 under the section

"Major Transit Corridor and Commuter Rail Improvements", remove references to BART as the agency leading the rail extension, change references from the BART to Livermore project to Valley Link on pages 2, 3, 14, 18, 19 (map) and add Valley Link to the map on page 21 (see Attachment C).

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements as shown on Attachment C.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Implementing Guidelines Related to this TEP Amendment

Once the 2014 TEP amendments are complete, all the implementing guidelines will be applicable to the project and project sponsor similar to all other TEP projects. Specifically, for this TEP amendment, the following guidelines describe requirements for the amendment as well as the new project sponsor.

4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

8. Strict Project Deadlines: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

Note: any new amendment that adds a project must comply with this provision and the start date of the seven years will be from the date of the adopted amendment.

11. Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring

requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.

14. No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.

18. New Agencies: New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Planning, Policy and Legislation Committee (PPLC)

At the May PPLC meeting, Alameda CTC staff provided the Committee an overview of the amendment process and schedule, and Michael Tree, Executive Director of the TVSJVRRA gave an overview of the project. Discussion focused on questions related to the timing of the need for the amendment and clarification on the action the Commission would be voting on in May. A number of comment letters were received and summarized verbally for the Committee by the Clerk and emailed to the Committee members as received. The set of public comment letters received for the PPLC meeting is included here as Attachment E. Comment letters sent by Commissioners in their capacity as local government officials are not included but may be expressed verbally by Commissioner at the full Commission meeting. PPLC voted unanimously to advance the item to the full Commission.

Next Steps

Upon Commission approval to initiate the TEP amendment process, a 45-day comment period for jurisdictions in Alameda County will commence. Staff will return to the Commission to report on the comments received and to recommend final action by the Commission later this year.

Fiscal Impact: There is no fiscal impact for this item associated with the requested action.

Attachments:

A. Letter from TVSJVRRA Requesting TEP Amendment
B. Draft Resolution for 2014 TEP Amendment
C. Proposed 2014 Measure BB Expenditure Plan Redline Markups and Technical Amendments
D. Valley Link Project Fact Sheet
E. Comment letters received

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Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

8.1A

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Boardmember Leo Zuber
Vice Chair, ACE

Michael Tree
Executive Director

May 4, 2020

Mayor Pauline Cutter, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, Ca 94607

Dear Chair Cutter,

This letter is intended to supersede the information in the letter written to Chair Valle on September 11, 2019 (attached) as it relates to the language to be amended in the 2014 Transportation Expenditure Plan currently found on page 18. Please use the following language for the amendment:

Valley Link Rail in Alameda County ($400 M)
This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Thank you,

Alameda County Supervisor Scott Haggerty, Chair

cc: Ms. Tess Lengyel, Executive Director, Alameda CTC

Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

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Boardmember Bob Woerner
LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

September 11, 2019

Supervisor Richard Valle, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Valle,

In May of 2018 the BART Board decided not to extend conventional BART to Livermore in favor of deferring the development of a rail extension project to the newly established Tri-Valley – San Joaquin Valley Regional Rail Authority ("Authority").

In the statute that created the Authority, AB 758 (Eggman/Baker), the Legislature addressed the transfer of local funds to the Authority for the Valley Link project in Section 132658:

> "the unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority's purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 1800000)."

Over the past 18 months, the Authority has been actively engaged in the planning of Valley Link, a passenger rail project that connects with the Dublin/Pleasanton BART station and travels eastward to Livermore and beyond to communities in the Northern San Joaquin Valley. A key element of the Valley Link Funding Plan for the Dublin/Pleasanton connection with BART and rail construction to Livermore is the $400 million in Measure BB that is currently listed in the Alameda County 2014 Transportation Expenditure Plan ("Plan") for the BART to Livermore project. Per the requirements of the Plan, The Tri-Valley – San Joaquin Valley Regional Rail Authority requests the following amendments:

1. The Tri-Valley – San Joaquin Valley Regional Rail Authority, established by AB 758,be included as an eligible recipient of funds.
2. That the following, specific language be amended:

   Move and amend the following language from Page 18 of the Plan to Page 20:

Valley Link
Connecting People, Housing, and Jobs
1362 Rutan Court, Suite 100 | Livermore, CA 94551 | (925) 455-7564 | valleylink.com

Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

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Boardmember Bob Woerner
LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

~~BART to Livermore~~ Valley Link to Livermore ($400 M)
The project funds Valley Link ~~the first phase of a BART to extension~~ within the I-580 Corridor freeway alignment from the Dublin/Pleasanton BART station to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of or any element of this ~~first phase~~ project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

In accordance with the Alameda County 2014 Transportation Expenditure Plan Implementing Guidelines, the Tri-Valley – San Joaquin Valley Regional Rail Authority understands and can fully comply with the requirements of recipients of Measure BB funds, including, but not limited to, annual audits and compliance reporting, the establishment of separate accounting funds for Measure BB funds, independent Watchdog reviews, performance measures, environmental clearance timelines, timely use of funds, contracting requirements, public reviews and approvals.

Thank you for your consideration,

Alameda County Supervisor Scott Haggerty, Chair

cc: Mr. Art Dao, Executive Director, Alameda CTC

Valley Link
Connecting People, Housing, and Jobs
1362 Rutan Court, Suite 100 | Livermore, CA 94551 | (925) 455-7564 | valleylinkrail.com

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ALAMEDA County Transportation Commission

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

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Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

Draft

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Resolution No. 20-007

Resolution of the Alameda County Transportation Commission Amending the 2014 Transportation Expenditure Plan to Delete the BART to Livermore Project and add the Valley Link Project

WHEREAS, by action of the governing body ("Commission") of Alameda County Transportation Commission ("Alameda CTC") at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan ("2014 TEP"), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated $400 million to a project identified as "BART to Livermore," constituting the first phase of a San Francisco Bay Area Rapid Transit District ("BART") extension within the I-580 Corridor to serve residents and businesses in that Corridor.

WHEREAS, on May 24, 2018, the BART Board certified the Final Environmental Impact Report for the BART to Livermore project, but declined to approve the project as proposed nor any alternative for the project.

WHEREAS, Assembly Bill (AB) 758, as adopted by the State legislature and signed by the Governor, created the Tri Valley San Joaquin Valley Regional Rail Authority ("TVSJVRRA"), an entity led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal of TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley, to address regional economic and transportation challenges.

WHEREAS, AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance a rail extension in the Corridor, now identified as "Valley Link."

WHEREAS, a key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

WHEREAS, the Valley Link project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (subject to approval of this amendment to the 2014 TEP by the Commission), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

WHEREAS, given that the Valley Link project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (SJRRC), BART, Alameda CTC, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project, as outlined below:

MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.

WHEREAS, the 2014 TEP and Public Utilities Code Section 180207 together provide that the 2014 Plan may be modified if an amendment is approved by a two-thirds vote of the Commission.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended to delete the BART to Livermore Project and all references to that Project;

BE IT FURTHER RESOLVED that the Tri Valley San Joaquin Valley Regional Rail Authority be recognized as an eligible agency for recipient of funds in the 2014 TEP;

BE IT FURTHER RESOLVED that the Valley Link Rail Project in Alameda County with an allocation of $400 Million is placed in the 2014 TEP, described as follows:

This project funds the first phase of a Valley Link rail project from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BE IT FURTHER RESOLVED that the 2014 TEP be amended to include the following specific description of the Valley Link Project:

A proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail. The project is generally shown on the diagram below:

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 28, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

_____ _____

Pauline Russo Cutter, Vanessa Lee,

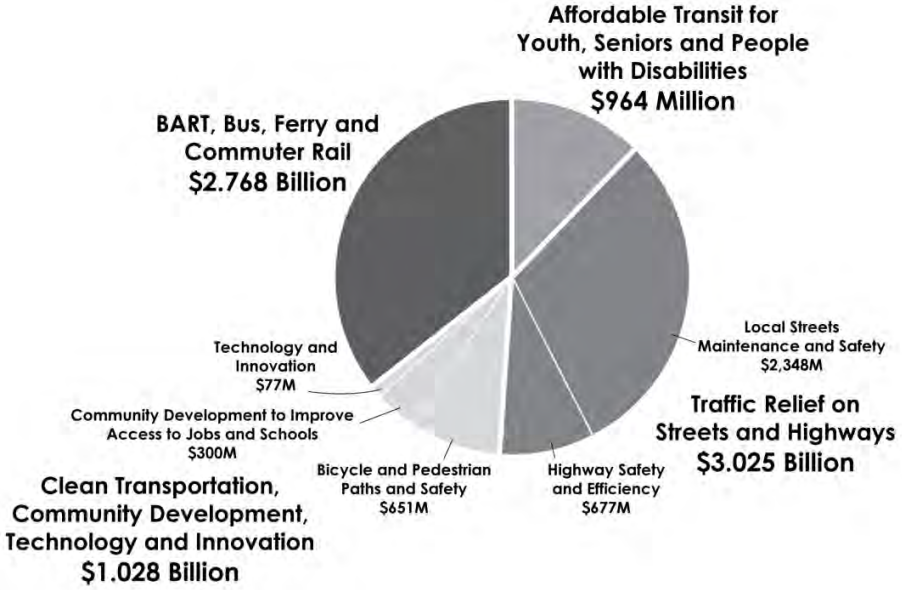
Chair, Alameda CTC Clerk of the Commission

INTRODUCTION

Summary of Investments	FUNDS ALLOCATION* ($ x million)
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	**$1,587**
BART Expansion and Maintenance	$349 ~~$749~~
Bus Operations, Maintenance and Rapid Bus Projects	$1,548
Commuter Rail Improvements	$832 ~~$432~~
Ferry Services in Alameda County	$39
Affordable Transit for Youth, Seniors and People with Disabilities	**$964**
Affordable Youth Transit to School and Transit Innovation	$190
Affordable Transit for Seniors and People with Disabilities	$774
Traffic Relief on Streets and Highways	**$3,025**
City and County Streets*	$2,348
Highway Safety and Efficiency	$677
Clean Transportation, Community Development, Technology and Innovation	**$1,028**
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	$651
Community Development Projects to Improve Access to Jobs and Schools	$300
Technology and Innovation	$77
TOTAL INVESTMENTS (YEAR 2015 TO 2045)**	**$7,785**

Notes:
*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.
**Estimated funds from 2015 to 2045 are anticipated to be almost $8 billion.

$7,785 in Total Investments Year 2015 to 2045



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount ($ x millions)	% of Total Funds
BART, Bus, Senior, and Youth Transit (48%)	Transit: Operations, Maintenance, and Safety Program	AC Transit	$1,455.15	18.8%
		Altamont Commuter Express	$77.40	1.0%
		BART Maintenance	$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	$38.70	0.5%
		Livermore Amador Valley Transit Authority	$38.70	0.5%
		Union City Transit	$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	$15.00	0.19%
		Subtotal	**$1,857.63**	**24%**
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	$232.20	3.0%
		East Bay Paratransit - AC Transit	$348.31	4.5%
		East Bay Paratransit - BART	$116.10	1.5%
		Coordination and Service Grants	$77.40	1.0%
		Subtotal	**$774.01**	**10%**
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	$10.0	**14%**
		Alameda to Fruitvale BART Rapid Bus	$9.0	
		Grand/MacArthur BRT	$6.0	
		College/Broadway Corridor Transit Priority	$10.0	
		Subtotal	**$35.0**	
	BART System Modernization and Expansion	Irvington BART Station	$120.0	
		Bay Fair Connector/BART METRO	$100.0	
		BART Station Modernization and Capacity Program	$90.0	
		~~BART to Livermore~~	~~$400.0~~	
		Subtotal	**$~~710.0~~310.0**	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	$120.0	
		Union City Intermodal Station	$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	$110.0	
		Oakland Broadway Corridor Transit	$10.0	
		Capitol Corridor Service Expansion	$40.0	
		Valley Link	$400.0	
		Subtotal	**$~~355.0~~755.0**	
	TOTAL		**$3,731.64**	**48%**

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.
BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.
All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

ACTC_AR1898

BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments. Funds for operations and maintenance will be provided to transit operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing ~~BART~~ rail system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, $1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

Transit Operations and Maintenance Program (21.55% of net revenue, estimated at $1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) $Millions
AC Transit	18.8%	$1,455
ACE	1.0%	$77
BART Maintenance	0.5%	$39
WETA (ferries)	0.5%	$39
LAVTA (WHEELS)	0.5%	$39
Union City Transit	0.25%	$19
Total Transit Operations	**21.55%**	**$1,668**

Affordable Youth Transit Pass Program ($15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at $175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

ACTC_AR1899

BART STATION ~~EXTENSION~~ AND SYSTEM IMPROVEMENTS ($37~~7~~10 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system~~, as well as provide local funding for a proposed BART extension in the eastern part of the county.~~

~~BART to Livermore ($400 M)~~

~~This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.~~

BART Station Upgrades and System Improvements ($310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.



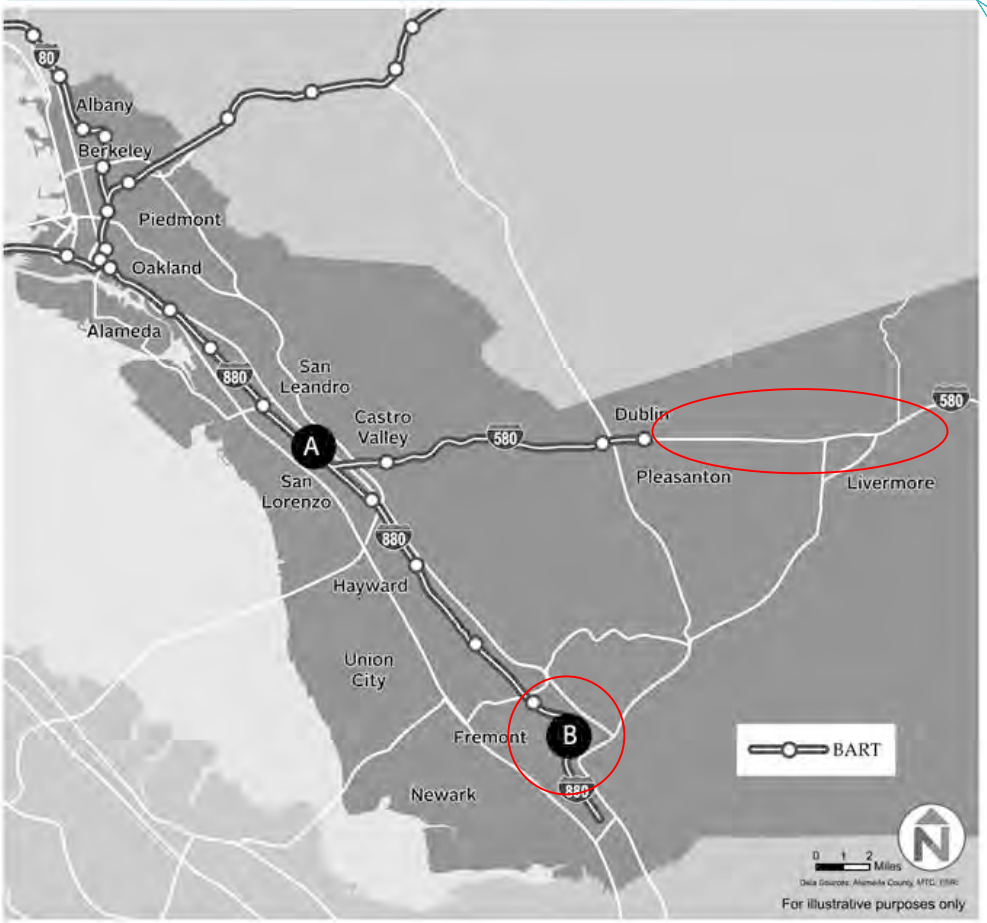
- **The Bay Fair Connector/BART METRO project will receive $100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive $90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.

- **The Irvington BART Station will receive $120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

ACTC_AR1900

BART INVESTMENTS



A Bay Fair Connector / BART METRO

B Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities

Commented [ACTC1]: Bottom circle: The new "B" is Irvington BART Station, and below that removal of "C"

Commented [ACTC2]: Top circle: Removal of the original "B – BART Extension to Livermore (within the I-580 corridor)"

Commented [ACTC3]: Middle circle: Change the original "C – Irvington BART Station" to a new "B"

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS ($~~355~~ 755 M)

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Corridor Area Transportation Improvements ($120 M)

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

Union City Intermodal Station ($75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.



Capitol Corridor Service Expansion ($40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

Railroad Corridor Right of Way Preservation and Track Improvements ($110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

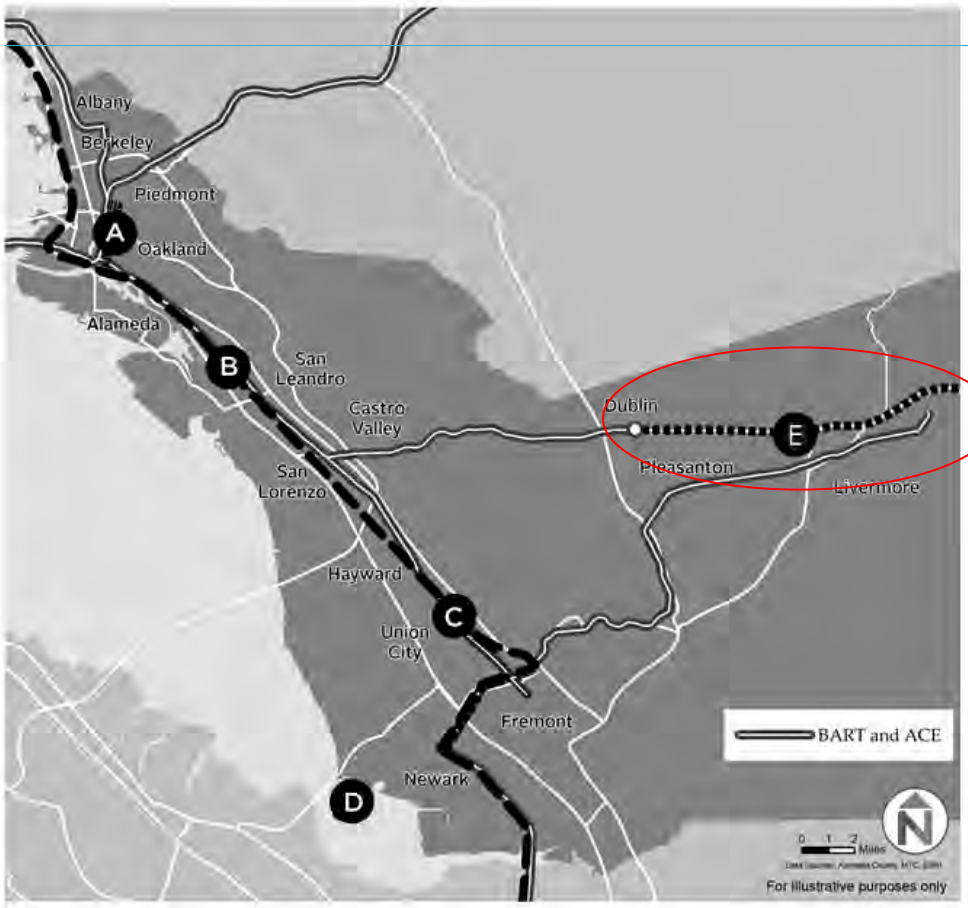
Oakland Broadway Corridor Transit ($10 M)

This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

Valley Link Rail in Alameda County ($400 M)

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



A Broadway Corridor Transit

B Capitol Corridor Service Expansion

C Union City Intermodal Station

D Dumbarton Corridor Area Transportation Improvements

E Valley Link Rail

Not Shown:
- Railroad Corridor Right of Way Preservation and Track Improvements

Commented [ACTC4]: **Both circles:** Addition of "E – Valley Link Rail" on the map and in the legend

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Valley Link

Connecting People, Housing, and Jobs

Fact Sheet

Project Overview

Connecting San Joaquin Valley to the Bay Area. Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

A Seamless Connection to BART. The first phase of service will provide a seamless and timed connection to BART, with service from North Lathrop to the Dublin/ Pleasanton BART station.

Frequent and Reliable Service. Trains will run throughout the day in both directions with the goal of matching BART frequency and hours of operation.

Initial Service Characteristics

	PEAK	OFF-PEAK
Between Dublin/ Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)



As of APRIL 2020

Tri-Valley • San Joaquin Valley REGIONAL RAIL AUTHORITY



By the Numbers

- **9,3500 Bay Area workers** - commuting from San Joaquin Valley today
- **42 Miles** - using existing transportation corridors
- **7 Stations** – Dublin/Pleasanton, Isabel, Mountain House, Tracy, River Islands, North Lathrop
- **78 Minutes** - current average commute each way
- **28 days** – total commute time per year for average commuter
- **75% increase** - commute traffic on I-580 by 2040
- **58% increase** – truck traffic on I-580 by 2040
- **25 daily round-trips** - by Valley Link trains each day in 2040
- **28,000 riders** – estimated in 2040 for Valley Link per day
- **99.4 Million** – reduction in Vehicle Miles Traveled (VMT) per year in 2040
- **33,000 metric tons** – reduction in greenhouse gas emissions (GHG) per year
- **0 Emissions** – battery-electric and hydrogen vehicle technologies under development
- **$2.4 Billion** - cost of Valley Link Phase 1 from Dublin/ Pleasanton BART to North Lathrop, in year of expenditure
- **$628 million** - identified as available for the project:
  - **$400 million** - Measure BB funds
  - **$188 million** - Bridge Toll funds
  - **$40 million - impact fees from the City of Livermore**
- **2027 – target date for Valley Link revenue service**

Project Benefits

Valley Link aims to be a model of sustainability in the design, construction and operation of the system. It is vital to our state's economy, environment and the quality of life in our communities:

- Serves communities and households in the Northern San Joaquin Valley with some of our state's highest poverty rates;
- Promotes equity by maximizing benefits to disadvantaged communities
- Links the Northern California Megaregion's workforce to affordable housing;
- Readily connects our state's future high-speed rail system to BART;
- Provides direct and seamless service to major employment centers in all parts of the Bay Area;
- Provides opportunities for compact transit-oriented development; and
- Will have a significant impact on the reduction of VMT and greenhouse gas emissions.
- Operates on renewable energy

Sources:
Bay Area Economic Institute Valley Link Project Feasibility Report (October 2019)
San Joaquin County Council of Governments

For more information about Valley Link, visit **www.valleylinkrail.com**

Building and Construction Trades Council of Alameda County, AFL-CIO

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Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

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Secretary-Treasurer

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Brick & Tile Layers, #3
Carpenters, #713
Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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Bay Area Transportation Working Group (BATWG)

May 11, 2020

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation Committee

Alameda County Transportation Commission (ACTC)

1111 Broadway, Suite 800 Oakland, CA 94607

Dear Commissioner Ortez:

It has come to our attention that the ACTC is thinking of reallocating the Measure BB funds set aside for the Livermore BART connection to "Valley Link". We urge you to desist.

For one thing such an action would make a mockery of what the Alameda County voters voted for in 2016. For another it would deny the people of Livermore the one good way of getting from their city to the East Dublin BART Station.

At the time the BART Board was considering whether or not to put the Measure BB $400 million toward a proposed $3.2 billion BART extension to Greenville Road, BATWG conducted an extensive investigation of the bus alternative. It was our conclusion that in terms of improving the access of the people of Livermore to BART, well-appointed buses (patterned after the privately-operated hi-tech buses) operating in bus-only lanes would be a far cheaper and better option. At the time we envisioned three separate lines originating in separate parts of Livermore all traveling out-of-traffic, at least during commute hours, to the Station.

Sincerely,

Gerald Cauthen
Co-Founder and President,
Bay Area Transportation Working Group
510 208 5441
www.batwgblog.com

Bay Area Transportation Working Group
3001 Ashbrook Court
Oakland CA 94601
www.batwgblog.com

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From:	Angie Ayers
To:	Angie Ayers
Cc:	Tess Lengyel; Vanessa Lee
Subject:	FW: Bike East Bay comments on Valley Link
Date:	Monday, May 11, 2020 12:23:17 PM

Hello Commissioners,

Please see the below public comment for item 5.1.

Regards,
Angie

Angie Ayers, Associate Administrative Analyst
Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607
Phone: 510.208.7450 direct dial | 510.208.7400 main line
Email: aayers@alamedactc.org Website: www.alamedactc.org
Facebook: www.facebook.com/alamedactc Twitter: @alamedactc

From: Vanessa Lee
Sent: Monday, May 11, 2020 12:20 PM
To: Dave(dave@bikeeastbay.org) Campbell <dave@bikeeastbay.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>; Angie Ayers <aayers@alamedactc.org>
Subject: RE: Bike East Bay comments on Valley Link

Received. Thank you.

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Dave Campbell <dave@bikeeastbay.org>
Sent: Monday, May 11, 2020 12:19 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Bike East Bay comments on Valley Link

Commission

We support transit, and possibly this project too, but have questions and concerns around:

1. The lack of public outreach in Livermore to generate support for this project. Measure BB in Livermore did not get a ton of support and BART was controversial. RM3 get even less support in Livermore. We don't want this project to be controversial like the BART project was. The Isabel Neighborhood Plan was controversial too because of BART. Where are the residents of Livermore on this project?;
2. Hour headways off -peak is poor public transit, and is in fact commuter rail. This corridor needs good transit. What can be done to convert this project from commuter rail to good transit?
3. Can we hear more about the financial crisis and how this project is affected? It's concerning to hear a presentation that does not acknowledge the current financial crisis.

Thank you for more clarifying information.

--
Dave Campbell
Advocacy Director
Bike East Bay
****
Office: 466 Water Street at Jack London Square in Oakland
Mail: PO Box 1736, Oakland, CA 94604
Cell: (510) 701-5971
BikeEastBay.org

Learn how COVID-19 is impacting Bike East Bay events and activities.

From:	Vanessa Lee
To:	Angie Ayers
Subject:	FW: Public Comment for item 5.1 at ACTC"s PPLC meeting on Monday 5/11
Date:	Monday, May 11, 2020 11:26:37 AM
Attachments:	hyperlinked_PPLC_Agenda_20200511.pdf

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, May 7, 2020 1:42 PM
To: Vanessa Lee <VLee@alamedactc.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>
Subject: Public Comment for item 5.1 at ACTC's PPLC meeting on Monday 5/11

Hi Vanessa-

I hope you are staying healthy and safe. Considering that I cannot attend next Monday's PPLC meeting in person due to the SIP, please make sure my comments are read into the record for Public Comment as part of agenda item 5.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti
(925) 858-5303

Dear Chair Ortiz and Honorable Commissioners:

On behalf of the Innovation Tri-Valley Leadership Group, I respectfully request for the PPLC to support the Staff recommendation to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. Our Committee worked to ensure that the Expenditure Plan included the fulfillment of plans dating back to the 1960's which envisioned a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. This vision was part of the plan approved by the voters of Alameda County. Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it.

Four years later in May of 2018, the BART Board certified the BART to Livermore EIR but transferred the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley to the Tri-Valley - San Joaquin Valley Rail Authority. The Authority has since completed a Feasibility Report for Valley Link, a project proven to be cost effective and efficient, estimated to carry between 26,000 and 28,000 riders a day in the highly congested I-580 corridor.

With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority that will benefit the environment, the economy and the quality of life of residents and

Bay Area workers. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete the project. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision of Measure BB for rail connectivity in the Tri-Valley, and I urge the Committee to approve the item.

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group
925.858.5303
tsbranti@innovationtrivalley.orgwww.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

May 8, 2020

Elsa Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: PPLC Agenda Item 5.1 – Tri-Valley-San Joaquin Valley Regional Rail Authority Request for 2014 Measure BB Transportation Expenditure Plan Amendment – **SUPPORT**

Dear Chair Ortiz:

I am writing on behalf of the Livermore Valley Chamber of Commerce (LVCC), a business membership organization with nearly 500 members from a cross-section of private/public and non-profit industry sectors that employ nearly 20,000 workers. Ensuring that public dollars are wisely spent and that taxpayers receive a good return on their investment, while responsibly planning, funding, and maintaining and operating our transportation system is a key policy priority for LVCC.

LVCC supports the above referenced item, advancing the efforts to close the gap in the I-580 corridor for an urgently needed and long-awaited, effective rail connection between Livermore and the Dublin/Pleasanton East BART station. I reiterate the support formerly expressed by LVCC over many years for planning and funding support for such a project. LVCC appreciates the wisdom of the leaders of the Alameda County Transportation Commission in designating significant funding in Measure BB (which was supported by LVCC) to provide for a future rail connection in this corridor. In light of events that have transpired since the approval of BB, your prudent actions necessary to amend the expenditure plan to accommodate the request by the Tri-Valley-San Joaquin Valley Regional Rail Authority is welcomed and appreciated. LVCC recognizes and strongly supports the efforts of the TVSJRRA to effectively deliver a rail connection project in this corridor within the next few years.

We look forward to moving forward with this initiative and this project, and stand ready to support you in this action.

Respectfully,
Dawn P. Argula
Dawn P. Argula
CEO/President

C: Scott Haggerty, First District Supervisor, Alameda County BOS
Tess Lengyel, Executive Director, Alameda County Transportation Commission
Michael Tree, Executive Director, Valley Link
John Marchand, Mayor, City of Livermore

Livermore Valley Chamber of Commerce
2157 First Street Livermore CA 94550
925.447.1606
www.livermorechamber.org

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SIERRA CLUB
SAN FRANCISCO BAY

Serving Alameda, Contra Costa, Marin and San Francisco counties

May 11, 2020

Via email to: vlee@alamedactc.org

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation (PP&L) Committee
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: PP&L Agenda item #5.1 – Approve Tri-Valley- San Joaquin Valley Regional Rail Authority (TVSJVRRA, aka Valley Link) Request for a 2014 Measure BB Transportation Plan Expenditure (TEP) Amendment

Dear Chair Ortiz and Members of the PP&L Committee:

On behalf of our more than 13,500 members in Alameda County, the Sierra Club writes to respectfully express great concern about Item #5.1 on your Agenda for Monday May 11, 2020. We believe that there are far too many issues and questions that should be addressed before the recommended actions move forward.

We recognize that the proposed actions before your Committee are just the beginning of a process to reprogram the sales tax funds that were approved by voters for "BART to Livermore." But as set forth in the staff memo, the proposed actions, and their timing, would establish dangerous precedents for lack of planning and financial responsibility. There is simply no need to rush into the proposed actions, particularly in the context of the current health and financial crises being faced by the State and local communities. Why not first take time for responsible analysis and an opportunity to see if-how-and-when recovery is able to occur, before committing funds that may not materialize for years to come?

Every responsible forecast is anticipating that "the future of work" will be different, post-pandemic, than we have ever been experiencing previously. Why base such a massive investment of public funds on what is already and at best "old data?"

The first Agenda request is that the TVSJVRRA be acknowledged as a new agency in Alameda County that can be an eligible recipient of Measure BB funds. While this

2530 San Pablo Ave., Suite I, Berkeley, CA 94702 Tel. (510) 848-0800 Email: info@sfbaysc.org

should be the least controversial element of the requests, nothing in the staff memo identifies the potential magnitude of impacts on other Measure BB transit recipients. There is no operating budget provided in the Committee materials. Can taxpayers and pre-pandemic passengers be assured that this new system will not become a drain on other, voter-approved transit agencies in the County?

The second and third requests would remove "BART to Livermore" from the TEP and substitute Valley Link with no consideration of possible alternatives – why? The project list for Measure BB was the result of years of input and deliberation by Community and Technical Working Groups. Why not have a full and fair competition for alternative uses of these funds, throughout the full list of "BART, Bus, Senior, and Youth Transit" options identified as the relevant "Type" on page 3 of the TEP (page 24 of the Committee packet), especially with the enormous uncertainties facing projections for both traffic and funding revenues?

Implementing Guideline 22 of the Measure BB TEP is surprisingly omitted from the staff memo, but supports this broadened approach, stating:

> **22. Fund Allocations**: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

Even the language from AB 758 (Eggman/Baker, PUC section 132658) that is quoted in the "superseded" request dated September 11, 2019, recognized that there was no entitlement to the "local funds controlled by the Alameda County Transportation Commission."

It should also be noted that the proposed description and conditions regarding Valley Link delete and/or change significant descriptive and cautionary language (which was carefully negotiated and voter-approved) before funds may actually be "used." The text below sets forth full "before and after" language in a single view for the information of Commissioners and the public:

> ~~BART to Livermore ($400 M)~~
> Valley Link rail in Alameda County ($400 M)
>
> This project funds the first phase of a ~~BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ Valley Link rail extension from the existing Dublin/ Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.

> Funds are for construction for any element of this first phase project and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an ~~detailed~~ alternative assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Why are voter and environmental protections proposed to be removed for this new project? Do Commissioners really think this is wise and appropriate? Why not, at a minimum, wait until the requisite Environmental Review is both released in draft form and then completed? – This critical document is already a year behind the previous schedule.

Where is the San Joaquin County commitment to support their own residents who are likely to be the primary beneficiaries of this project? The proposed resolution merely states that:

> SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from ***future*** measures and state funds**. (emphasis added)**

Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and operations for this multi-county project. “Leveraging” of other funds should, at a minimum, be based on full and fair participation from designated “partners.”

Several places in the proposed “amendments” describe Valley link as “Commuter Rail," despite the fact that it is proposed to operate throughout the day. Subsection 49 CFR 37.3 in relevant part defines “commuter rail” as

> *Commuter rail transportation* means short-haul rail passenger service operating in metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fare, multiple ride, and commutation tickets and by morning and evening peak period operations. This term does not include light or rapid rail transportation.

Is this an attempt to obviate or avoid an obligation for ADA complementary paratransit service for passengers, or attempted passengers, who may have difficulty using the train service?

We must also ask if ACTC or Valley Link have informed MTC and ABAG that the proposed project will facilitate inter-regional commuting, contrary to the intent of SB 375 and the Bay Area's Sustainable Communities Strategy.

This message sets forth only some of the most obvious concerns about the proposed Measure BB actions. There are certain to be more, but disclosure by ACTC and Valley Link should not be delayed until the end of the requisite "public comment" period. The Sierra Club respectfully requests, and urges at a minimum, that the questions and issues noted above be addressed before any Commission action to consider Valley Link's requests. To do any less would call into question Commissioners' significant public service obligations to Alameda County voters, taxpayers, and residents. We look forward to working with you and ACTC staff to consider a full range of responsible uses of Measure BB funds. If you have any questions, or desire further information, please do not hesitate to contact Matt Williams at mwillia@mac.com.

Sincerely,

ss/
Matt Williams
Chair, Chapter Transportation and Compact Growth Committee

ss/
Dick Schneider
Chair, Chapter Tri–Valley Group Executive Committee

ss/
Eric Parfrey
Volunteer Leader, Mother Lode Chapter

Cc: Sierra Club California Director Phillips
San Francisco Bay Chapter Executive Committee Chair Bolotina
San Francisco Bay Chapter Director Berbeco

Memorandum 8.1F: Handout

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

DATE:	May 28, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy Vanessa Lee, Clerk of the Commission
SUBJECT:	Additional Public Comment Submissions regarding the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP)

Please find all written public comments received for the May 28, 2020 Commission meeting Item 8.1: Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan that were submitted after the Commission packet was distributed and were received by the 5 p.m. deadline notice on the agenda. These comments are in addition to those already distributed at Attachment E to item 8.1 in the Commission meeting materials. (*listed in alphabetical order):*

- Alameda County Taxpayers Association
- BART (1)
- BART (2)
- Bay Area Council
- Bay Area Transportation Working Group
- Building & Construction Trade Council of Alameda County
- Chabot-Las Positas Community College
- City of Dublin
- City of Livermore
- City of Pleasanton
- Innovation Tri-Valley Leadership Group
- Laborers' Local 304
- Livermore Amador Valley Transit Authority
- Pleasanton Chamber of Commerce
- Train Riders Association of California

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From:	Marcus Crawley
To:	Vanessa Lee
Subject:	Tri Valley $400 million
Date:	Saturday, May 23, 2020 7:59:43 AM

Pauline Cutter, Chair, and ACTC Commissioners May 22, 2020
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)

Dear Chair Cutter:

The Alameda County Taxpayers Association (ACTA), a 501(c)(4) organization, represents the taxpayers of this County in advocating legal and productive expenditures of taxpayer funds. As such, ACTA is a statutory appointer of a member of the ACTC Independent Watchdog Committee.

Alameda County Taxpayers Association [ACTA] is troubled by plan to transfer $400 million BART funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority. The Alameda County voters approved the Special Tax of Measure BB and to be dedicated for Alameda County transportation projects such as the BART to Livermore extension. The foremost consideration of ACTC must be the will of the voters. ACTC must narrowly construe the intention of the voters regarding the 'specific purposes' of the Measure BB special sales tax. The voters did not contemplate that the Measure BB taxes would single-handedly fund multi-county projects in the absence of funds contributions from other counties. When the Tri-Valley Authority has produced its share of the project funding, the ACTC can plan how to spend Tri-Valley Authority funds. ACTA will vigorously oppose any plan to divert these funds away from a voter-approved project.

For the present ACTC must demonstrate that it can plan a viable project by solving the BART to Livermore extension. This Committee must demonstrate leadership and build consensus on existing Alameda County projects, not leap ahead to the next glorious project that has not even been planned. As a first step in leadership, the committee should use its power to make the promised annual audits of Measure BB expenditures a reality.

We call on ACTC to table this action until such time as a proper study be made of this project and the logical alternatives, including a long-haul commuter express bus network for both Eastern Alameda County along the I-580 Corridor and over the hills from the Central Valley. We certainly have no objection to working jointly with Central Valley governments and other interest groups on a project of mutual benefit. However, we do not understand why ACTC is proposing that the Alameda County taxpayers be the first to transfer funds approved by the voters to benefit primarily Alameda County residents to a project that would instead primarily benefit residents of other counties – particularly since there is no commitment from those counties, or even an idea of when such a commitment might be made.

The $400 million was originally approved by the voters as part of Measure BB in 2014 for a BART extension to Livermore. The BART Board elected not to pursue this, so we agree it is proper to study other transportation improvements in this corridor – but, we believe that the first priority should be for what the voters intended, benefits for the residents and travelers along the I-580 corridor in the Eastern Tri-Valley area.

We do not object to the study of rail alternatives in this corridor and into the Central Valley, either BART or commuter/inter-city rail. But, in our role as a taxpayer advocate, we believe that it would be improper to advocate for rail unless and until a proper, unbiased study fairly considers other options, including a bus system on dedicated lanes, that could require far less taxpayer dollars and could be completed much faster. If the study shows that Valley Rail is the best option and is fair to the taxpayers and the traveling public, and is feasible, then ACTC should consider this $400 million reallocation at that time.

We do not understand the necessity nor the benefit of making this decision so early in the planning process.

I will be commenting on this matter at the Commission meeting.

Thank you for your consideration of the position of the Alameda County Taxpayers Association on this important matter before the Commission.

Respectfully submitted,

Marcus Crawley -President of

ACTA

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As BART Director (District 5) and representative for my constituents and taxpayers in the Tri-Valley area, I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades. The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

I urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

John McPartland
BART Director, District 5

www.bart.gov

Cc: BART Directors and Board Appointed Officers
Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
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2020

Lateefah Simon
PRESIDENT

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John McPartland
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Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

Via Email

Mayor Pauline Cutter, Chair
c/o Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 95607
vlee@alamedactc.org

RE: Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request

Chair Cutter:

Thank you for the opportunity to comment on the above referenced item. On behalf of the San Francisco Bay Area Rapid Transit District (BART), I would like to express support for beginning a 45-day comment period on the proposed amendment to the 2014 Measure BB funded TEP, as described in the staff memorandum.

In May 2018, the BART Board of Directors certified the Final Project EIR for the BART to Livermore extension, and directed staff not to advance a specific project in the Tri-Valley. Pursuant to AB 758 (Baker), the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) at that point assumed responsibility to advance a rail project in the corridor. Since then, BART staff have been engaged with the TVSJVRRA throughout project feasibility and initial design and environmental assessments of the proposed Valley Link Rail project, and this coordination continues.

Because of this, BART supports the action to begin the public comment period for the amendment to the TEP naming the TVSJVRRA as an eligible recipient of Measure BB funds and specifically naming the Valley Link project in place of BART to Livermore. It is important to hear from Alameda County residents and other stakeholders. The District anticipates submitting a more detailed set of comments during the official 45-day comment period that this action will kick-off.

Please do not hesitate to contact me or my staff with any additional questions.

Sincerely,

Robert M. Powers
General Manager

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BAYAREA COUNCIL
Shape the Future

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Jim Wunderman

Jim Wunderman
President & CEO
Bay Area Council

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

Bay Area Transportation Working Group

May 23, 2020

Pauline Cutter, Chair, and ACTC Commissioners

Alameda County Transportation Commission

1111 Broadway, Suite 800

Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda Item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)"

Dear Chair Cutter:

The Bay Area Transportation Working Group (BATWG) is an Oakland-based 501(c)(3) composed of senior transportation experts and advocates with centuries of collective experience in California, Bay Area, and Alameda County transportation issues and projects.

At BATWG's May 21, 2020 meeting there was a discussion of the proposed diversion of Alameda County Measure BB funds to Valley Rail. After the discussion the vote was unanimous; we believe this action would be inappropriate and unwise.

What Valley Rail needs most right now is a full, proper, and unbiased study of its feasibility – including projected ridership, cost-effectiveness and identified sources of funding, all in comparison with the other transportation options for the corridor and all taking the changes brought on by COVID into full account.

In 2017, when the question how to use this $400 million was before the BART Board, the BART staff recommended a significantly upgraded bus option on grounds that it would better serve the transportation needs of Pleasanton and Livermore than an expensive 10-mile extension of BART to Livermore's Greenville Road would. BATWG strongly supported the staff's recommendation and subsequently submitted a list of proposed bus system enhancements.

The original BART Extension project approved by the Alameda County voters was intended to benefit the people of Alameda County, including the residents of

Pleasanton and Livermore Area and those traveling to those cities from more westerly Alameda County locations. Obviously, this was a project that the Alameda County taxpayers were willing to support because the vast majority of the benefits would accrue to Alameda County residents and taxpayers. Valley Rail, which includes five stations in the Central Valley and only three in Alameda County, is intended to primarily benefit non-Alameda County residents.

There is no reason or justification for diverting $400 million in BB funds to Valley Rail at this time.

The Bay Area Transportation Working Group looks forward to working with the ACTC in working to improve transportation in the I-580 Corridor.

Respectfully submitted,

Gerald Cauthen PE

President and Co-founder

Bay Area Transportation Working Group (BATWG)

510 208 5441

www.batwgblog.com

Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

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Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

May 26, 2020

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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CHABOT
LAS POSITAS
COMMUNITY
COLLEGE
DISTRICT

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The CLPCCD and, especially Las Positas College, as evidenced by our MOU with LAVTA, recognize the value of public transportation in meeting sustainability goals and facilitating travel to and from the college. Specifically, the largest benefactor of these two projects will be Las Positas College, and the community we serve which encompasses over 9,200 students and 500 employees. Our research shows that our public transportation usage average is 10,000 individual rides per month and nearly 500 students take the bus each business day. Of our total student population, 20% take classes at both campuses. A rail extension to Livermore would support and facilitate the needs of student populations from both the Tri-Valley and 880/580 corridors. We know there is still a great need for additional public transportation options for all of our students and employees.

CLPCCD provides educational opportunities and support for completing of students' transfer, associate degree, basic skills, career technical education, and retraining goals. We serve, annually, approximately 29,000 students. Our employees and students use public transportation to get to and from their homes to our places of work.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Ronald P. Gerhard
Chancellor

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

CHABOT-LAS POSITAS COMMUNITY COLLEGE DISTRICT BOARD OF TRUSTEES

Edralin J. "Ed" Maduli, President
Genevieve Randolph, Secretary
Hal G. Gin, Ed.D.
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Tim Sbranti

Ronald P. Gerhard, Chancellor

OFFICE OF THE CHANCELLOR

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DUBLIN
CALIFORNIA
THE NEW
AMERICAN
BACKYARD

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Linda Smith
E33836CEEC044E0...

Linda Smith
City Manager, City of Dublin

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
925.833.6640
Fire Prevention
925.833.6606
Human Resources
925.833.6605
Parks & Community Services
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Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

LIVERMORE
CALIFORNIA

May 28, 2020

The Honorable Pauline Russo Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Agenda Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. Position of support.

Dear Chair Cutter:

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire County by reducing traffic over the Altamont Pass and through the congested I-580 and I-680 corridors. An estimated 93,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses, teachers, and people employed in manufacturing in the Tri-Valley and throughout Alameda County. Many of these Bay Area workers have been priced out of the communities they serve by rising housing costs and are suffering through an average 78-minute commute each way.

The environmental benefits of Valley Link are significant. Valley Link offers a rail alternative for those commuting by automobile. An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles

Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year.

Valley Link supports construction of badly needed affordable housing. Through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The Isabel Neighborhood Specific Plan, developed around the Valley Link station at Isabel Avenue, includes 4,095 new multifamily housing units with a mandatory 20% minimum affordable requirement with an overall goal for 25% affordable units in the Plan area.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will help ensure that this vital project can move forward to benefit the entire County and that commitments to the Tri-Valley are finally met.

Sincerely,

John Marchand

John Marchand
Mayor

cc: Supervisor Scott Haggerty
Tess Lengyel, ACTC Executive Director

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THE CITY OF
PLEASANTON

May 26, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that all of our Tri-Valley residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

P. O. Box 520, Pleasanton, CA 94566-0802 **123 Main Street**

City Manager
(925) 931-5002
Fax: 931-5482

City Attorney
(925) 931-5015
Fax: 931-5482

Economic Development
200 Old Bernal Avenue
(925) 931-5038
Fax: 931-5476

City Clerk
(925) 931-5027
Fax: 931-5492

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We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Nelson Fialho
9B5F9FFD0C8544D...

Nelson Fialho
City Manager

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Pleasanton City Council

From:	Tim Sbranti
To:	Vanessa Lee
Subject:	Public Comment for Item 8.1 at ACTC meeting on Thursday 5/28
Date:	Tuesday, May 26, 2020 11:26:55 PM

Hi Vanessa-

I hope you are doing well. Please make sure my comments are read into the record for Public Comment as part of agenda item 8.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti

Dear Chair Russo Cutter and Honorable Commissioners:

On behalf of the business and civic leaders who comprise the Innovation Tri-Valley Leadership Group, please support the Staff recommendation and the unanimous decision from PPLC to amend the Measure BB Transportation Expenditure Plan and replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. As Commissioner Haggerty pointed out at the PPLC meeting, a deliberate decision was made to ensure that priorities of leaders in each of ACTC's 4 planning areas were included in the measure. The priority in 2014 remains the same as it was 50 years as it is today.....establishing a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision approved by the voters of Alameda County for rail connectivity in the Tri-Valley.

Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it. Considering that the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley was transferred in 2018 from BART to the Tri-Valley - San Joaquin Valley Rail Authority, now is the time to transfer the funds as well for rail in the Tri-Valley. In recent months, the Authority has completed a Feasibility Report for Valley Link, a project proven to be cost-effective and efficient, estimated to carry between 26,000 and 28,000 riders a day to relieve gridlock in the highly congested I-580 corridor. With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority and the time to act is now.

Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with state, federal and private funding to complete the much-needed project, and we hope that you will

fulfill the original vision and meet present and future needs of the County by approving the item.

--

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group

www.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

From:	Rafael Gonzalez
To:	Vanessa Lee
Subject:	Valley Link
Date:	Tuesday, May 26, 2020 10:10:41 AM

Good morning. I am writing to you in support of the Valley Link project and the proposed funding of that project. As a representative of thousands of workers who commute from the Central Valley into the Bay Area, and as someone who does that same commute, I can attest to the importance of the Valley Link Rail System. I moved to Tracy, about 20 years ago and I have seen firsthand the increase in commuter traffic. All the experts agree that this will only continue to increase as time goes on. This will result in more time on the road, which increases the carbon footprint of each individual commuter. Valley Link provides a safe alternative from the Central Valley to the Bay Area, reducing the amount of vehicles on the road, which in turn results in lower commute times, carbon emissions, and stress levels!

Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.

The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.

For these reasons and other, I humbly ask that you consider having the Tri-Valley – San Joaquin Valley Regional Rail Authority recognized as an agency eligible for Measure BB funds (agency hadn't been created when Measure BB was approved). We are also seeking to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project. This will put $400 million in Measure BB funds into the control of the Valley Link Board.

I thank you for your consideration.

Rafael Gonzalez
President/ Field Representative
Laborers' Local 304
(510)581-9600 (office)
(510)432-2827 (mobile)

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Livermore Amador Valley
TRANSIT AUTHORITY

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

David G. Hudson

Cc: Alameda County Transportation Commission members
Tess Lengye!, ACTC Executive Director

1362 Rutan Ct., Ste. 100 | Livermore, CA 94551
O. (925) 455-7555 | F. (925) 443-1375
wheelsbus.com

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PLEASANTON CHAMBER of COMMERCE

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I am writing to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to eventually advance rail connectivity to the San Joaquin Valley. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are finally met.

Sincerely,

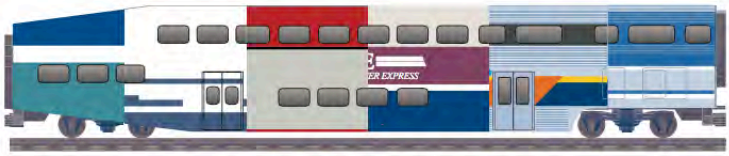
Steve Van Dorn
President & CEO

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

www.pleasanton.org
777 Peters Avenue • Pleasanton, CA 94566 • Phone: (925) 846-5858 • Fax: (925) 846-9697

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TRAC
Train Riders Association of California



1025 Ninth Street Suite 223
Sacramento CA 95814-3516

(916) 557-1667
www.calrailnews.org
president@calrailnews.org

Officers

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Contra Contra County

May 26, 2020
Submitted to:
contact@
alamedactc.org

Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Agenda Item # 8.1, May 28 Meeting
Measure BB Exp. Plan Amendment

Dear Chair Cutter:

The Train Riders Association of California ("TRAC") is a statewide rail advocacy organization that has worked since 1984 to improve passenger rail service in California. TRAC has been involved in passenger rail planning for the Altamont Corridor for at least two decades. We have made presentations to the Valley Link Board and participated in their public meetings.

We write today to urge your Board to defer action on amending the Expenditure Plan for Measure BB until you receive an environmental impact report for Valley Link, which is nearing completion. The Administrative Draft was under review last October, and the Draft EIR is now scheduled for public review in September 2020. TRAC suggests the following reasons for deferral of this agenda item:

1. Without a certified EIR, there is no evidence to support the claim that the proposed Valley Link project will provide meaningful benefits to Alameda County taxpayers. The Commission has a special duty to taxpayers to make an affirmative finding of benefit, under Section 14 of the Expenditure Plan Guidelines:

> **No Expenditures Outside of Alameda County**: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. (emphasis added.)

2. From its inception, this project raised serious questions as to whether BART would be able to handle the additional passengers that Valley Link would transport from the Central Valley. The EIR

should resolve that question. If Valley Link were projected to make overcrowding on BART even worse, that would have serious implications as to whether the project could reasonably be judged as benefitting Alameda County residents.

3. An EIR would determine whether Valley Link would result in the construction of any infrastructure or station that would be inconsistent with the land use-constraining provisions of Alameda County year 2000 Measure D. On a related topic, an EIR will provide information on the Valley Link project's compliance with the County's Gateway Policy.

4. As the largest single capital project in Measure BB, BART to Livermore was the marquee project. Because of that special status, it demands special treatment above and beyond the 2/3 majority required for an amendment. This is not some minor project. Amending the Plan to include this project changes the entire profile of the measure, because the voters never gave their support to the Valley Link project. There is no evidence that the voters of the Tri-Valley, which did not support Measure BB, would support Valley Link.

5. Because Measure BB resulted in financial trade-offs between the Tri-Valley and the North County cities through a reweighting of the basic allocation formula for local streets and roads, the entire Expenditure Plan would need to be reopened to assure fairness for all jurisdictions.

6. Other alternative projects, including several that TRAC has advocated for, would potentially be far more cost-effective in providing the service that Valley Link seeks to offer. In particular, the $1+ billion dollar cost of the I-580 relocation is merely a utility relocation, offering no transportation benefit to taxpayers.

Thank you for considering these comments.

Sincerely yours,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President, TRAC

ALAMEDA County Transportation Commission

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

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Mayor Pauline Russo Cutter
City of San Leandro

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City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

May 28, 2020

Mayor Alan L. Nagy
City of Newark
37101 Newark Boulevard
Newark, CA 94560

Via Email: al.nagy@newark.org

Re: Alameda County Transportation Commission 2014 Measure BB Transportation Expenditure Plan Amendment Comment Period

Dear Mayor Nagy,

In November 2014, voters in Alameda County approved Measure BB, authorizing an extension of the existing transportation sales tax (Measure B), administered by the Alameda County Transportation Commission (Alameda CTC). The 2014 Transportation Expenditure Plan (2014 TEP) guides the investments of Measure BB revenues toward capital projects and programs that improve the countywide transportation system.

On May 28, 2020, the Alameda CTC Commission voted to initiate a comment period for comments by jurisdictions in Alameda County on a proposed amendment to the 2014 TEP to replace the BART to Livermore project with the "Valley Link" project. The 2014 TEP Implementing Guidelines specify that all jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

Proposed Amendment

In September 2019, the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) requested that Alameda CTC amend the 2014 TEP to replace the BART to Livermore project that is in the 2014 TEP with the Valley Link rail project, and transfer the associated $400 million that was identified for BART to Livermore to the Valley Link project. The TVSJVRRA was created in 2017 by the State Legislature (Assembly Bill 758) for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County. In 2017, BART released the Draft Environmental Impact Report for the BART to Livermore project, which had been under consideration for many years. In May 2018, the BART Board voted to certify the Final EIR and also passed a motion directing the BART General Manager to not advance an alternative, effectively

passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The amendment that has been requested to be made to the 2014 TEP includes the following key elements:

1. Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds.

2. Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.

3. Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.

4. Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above.

A detailed description of the proposed amendment and background can be found in the attached Alameda CTC Commission staff report.

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP) that is proposed to be removed:

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies

and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP, as detailed in the attached Alameda CTC Commission staff report.

Comment Period

On May 28, 2020 the Alameda CTC Commission voted to initiate the comment period. The 45-day comment period closes on July 13, 2020. Given the current shelter in place in effect in Alameda County, comments can be submitted electronically to: tepamendment@alamedactc.org, or by mail to the ACTC office.

Email: tepamendment@alamedactc.org, or

Address: 1111 Broadway, 8th Floor
Oakland, CA 94607

After the 45-day comment period, Alameda CTC staff will review and analyze the comments received and present the proposed amendment and comments to the Alameda CTC Planning, Policy and Legislation Committee for consideration and recommendation to the full Commission for action. To modify and amend the TEP, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners.

If you have any questions regarding this item, please contact me at tlengyel@alamedactc.org or 510.208.7402.

Sincerely,

Tess Lengyel
Executive Director

Attachment: May 28, 2020 Alameda CTC Commission Staff Report

cc: David Benoun, City Manager
City of Newark
david.benoun@newark.org

Luis Freitas, Council Member
City of Newark
luis.freitas@newark.org

ALAMEDA County Transportation Commission

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

Memorandum

8.1

DATE:	May 21, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Recommendation

It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request (Attachment A) for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and 4) make associated technical amendments. Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. This is an action item and requires 2/3 approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Summary

The 2014 Measure BB TEP included $400 million for BART to Livermore. Since that time, a significant number of developments have occurred on the project and in the project area, as detailed in the Project Background section of this memo. The TVSJVRRA was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

In 2017, BART released the Draft Environmental Impact Report for BART to Livermore. In May 2018 the BART Board voted to certify the Final EIR. The Board also passed a motion directing the General Manager to not advance an alternative, effectively passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The TVSJRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the $400 million from the BART to Livermore TEP project to Valley Link. The TEP amendment process, as detailed later in this memo, requires a 45-day comment period by jurisdictions in Alameda County. This recommended action would authorize the initiation of the 45-day comment period. Staff will then return to PPLC and the Commission after the completion of the comment period for final action on the proposed TEP amendment. Once a final amendment is recommended to the Commission after the comment period, a 2/3 vote by the Commission is needed per the TEP Implementing Guidelines.

The proposed amendment includes the following elements, which are documented in Attachments B and C:

1) Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds (Attachment B, Plan Amendment Resolution).
2) Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.
3) Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.
4) Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above (as shown in Attachment C, TEP Redline Markups).

Project Background

A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years, there have been efforts by many residents, local elected officials, and other stakeholders to extend the BART alignment to Livermore, including planning, funding and project development efforts.

Regional and State Rail Planning

In 2007, the San Francisco Bay Area Regional Rail Plan developed by the Metropolitan Transportation Commission (MTC) identified the BART to Livermore extension as an important inter-regional rail connection. The Regional Rail Plan envisioned that BART should connect to the ACE train service in Livermore in order to provide a reliable and fast transit option for the growing congestion over the Altamont Pass and along the I-580 corridor. The importance of rail service between the Tri-Valley and San Joaquin Valley was reiterated in the 2018 California State Rail Plan, which calls for a Tri-Valley rail hub and increased rail frequencies and connectivity over the Altamont Corridor.

BART to Livermore Project

By the 1980s, the extension of BART further east in the Tri-Valley was already under serious consideration. In the mid-1980s, BART purchased a potential site for a future station near the Isabel Avenue and Interstate 580 interchange and a site in the vicinity of Greenville Road and Interstate 580 for purposes of preserving land for a potential station and yard/maintenance facility. In 1997, the Dublin/Pleasanton line was opened, with a West Dublin station added in 2011.

Numerous local and regional transportation measures have included support for BART to Livermore, starting with the 1986 Alameda County Measure B, which included $170 million for a "Rail extension to Dublin Canyon". The 2000 TEP included funding of $8.7 million for "I-580 Corridor/BART to Livermore Studies". Measure BB included $400 million in the 2014 TEP for "BART to Livermore". The project also received Regional Measure 1 bridge toll funding to advance planning and environmental work. In June 2018, Bay Area voters approved Regional Measure 3, which includes $100 million for "Tri-Valley Transit Access Improvements."

In 2010, after two years of analysis, BART completed a Program Environmental Impact Report (EIR) that evaluated the feasibility of five potential station sites and 10 different alignments for the BART to Livermore extension. In 2012, the BART Board of Directors directed its staff to advance the conceptual engineering and environmental review of a one-station extension to Isabel Avenue (Proposed Project), as well as to coordinate with the City of Livermore on the land use planning around the future station site.

In 2014, Alameda County voters approved Measure BB to fund the 2014 TEP, which includes $400 million in dedicated funding for the BART to Livermore extension. Measure BB commits funds to support construction of the extension of BART in the I-580 corridor using the most effective and efficient technology.

On July 31, 2017, BART released the Draft Project EIR evaluating the Proposed Project and alternatives. In May 2018, BART released the Final Project EIR. The BART Board certified the Final Project EIR on May 24, 2018 and directed staff to not advance a specific project.

As major transportation project planning and analysis was underway, cities also advanced land use planning around future rail service. The City of Livermore prepared the Isabel Neighborhood Plan and program-level EIR for development around a new station. The Livermore City Council adopted the Isabel Neighborhood Plan and certified the EIR for the Plan in May 2018.

ACEforward Program

The San Joaquin Regional Rail Commission (SJRRC) ACEforward program outlined a vision for a phased rail infrastructure and service improvement plan to increase frequency, increase service reliability, and enhance passenger facilities along the existing ACE service corridor from San Jose to Stockton, and to extend ACE service to Modesto and Merced. The (SJRRC) released a Draft EIR in May of 2017 that was later rescinded; however, the technical

documents developed by the SJRRC for the ACEforward Draft EIR were made available to the TVSJVRRA for advancement of the Valley Link Project Feasibility Report and Draft EIR.

Creation of TVSJVRRA

In 2017 Assemblymembers Catharine Baker and Susan Eggman authored AB 758, which created the TVSJVRRA. The TVSJVRRA is led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal established for the TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system that reflects regional consensus and meet the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with a feasibility report.

AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance the project per AB 758. The TVSJVRRA adopted several goals and policies to guide the development of the project.

A key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

TVSJVRRA Adopted Project Goals:

The following goals were adopted by the TVSJVRRA to address identified regional and economic and transportation challenges:

- Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs.
- Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction, and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link Project Development Policies

The TVSJVRRA adopted several policies to guide the development framework of the project, including the following sustainability and transit-oriented development policies:

- Sustainability Policy: Identifies implementing strategies to achieve a zero emissions system. The adopted Sustainability Policy includes a commitment to encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households. It further directs maximizing benefits to these communities and households in the project planning and design of Valley Link. Four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities.
- Transit Oriented Development (TOD) Policy: Support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:
    - Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
    - Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently submitted by the City of Livermore to MTC/ABAG as a new PDA.

Valley Link Project Description

Valley Link is a proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail services between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

Attachment D includes a summary fact sheet and diagram of the proposed project.

The project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021 respectively.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (per a 2014 TEP amendment), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

Other Agency Actions

Given the project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, the San Joaquin Council of Governments (SJCOG), SJRRC, BART, Alameda CTC and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project:

- MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Resolution Number 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.
- SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.
- BART: BART has committed staff to directly lead the early development of the project due to its expertise in developing and delivering similar projects, such as the e-BART extension to Antioch.
- Alameda CTC, the SJRRC and Caltrans have provided technical reviews of preliminary design plans and documents. In addition, the TVSJRRA is in discussion with the City of Tracy regarding donation of a key 200-acre parcel under City of Tracy ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $20 million and is currently being appraised.

Project Considerations

The project construction will have significant impacts on the I-580 Express Lanes, with major impacts anticipated during construction. The TVSJVRRA staff have been working with Alameda CTC, as well as Caltrans, to identify design and construction considerations. Alameda CTC staff have held several workshops with the project design team to evaluate the preliminary design plans and will continue to be engaged through the ESC and technical groups to provide policy and technical feedback during design development to ensure minimal impacts to the I-580 Express Lanes. Alameda CTC will continue to work closely with the TVSJVRRA as the project design advances, and will also conduct financial analysis to understand potential impacts to toll revenues during construction to ensure revenue losses are addressed.

Proposed Amendments

The amendment that has been requested to be made to the 2014 TEP includes two elements as follows:

- Amend to include the new entity of the TVSJVRRA
- Amend to include the Valley Link Project for $400 million

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP):

BART Extension and System improvements ($710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as provide local funding for a proposed BART extension in the eastern part of the county.

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP. The proposed changes include moving the project from page 18 from the BART section of the TEP to page 20 under the section

"Major Transit Corridor and Commuter Rail Improvements", remove references to BART as the agency leading the rail extension, change references from the BART to Livermore project to Valley Link on pages 2, 3, 14, 18, 19 (map) and add Valley Link to the map on page 21 (see Attachment C).

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements as shown on Attachment C.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Implementing Guidelines Related to this TEP Amendment

Once the 2014 TEP amendments are complete, all the implementing guidelines will be applicable to the project and project sponsor similar to all other TEP projects. Specifically, for this TEP amendment, the following guidelines describe requirements for the amendment as well as the new project sponsor.

4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

8. Strict Project Deadlines: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

Note: any new amendment that adds a project must comply with this provision and the start date of the seven years will be from the date of the adopted amendment.

11. Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring

requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.

14. No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.

18. New Agencies: New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Planning, Policy and Legislation Committee (PPLC)

At the May PPLC meeting, Alameda CTC staff provided the Committee an overview of the amendment process and schedule, and Michael Tree, Executive Director of the TVSJVRRA gave an overview of the project. Discussion focused on questions related to the timing of the need for the amendment and clarification on the action the Commission would be voting on in May. A number of comment letters were received and summarized verbally for the Committee by the Clerk and emailed to the Committee members as received. The set of public comment letters received for the PPLC meeting is included here as Attachment E. Comment letters sent by Commissioners in their capacity as local government officials are not included but may be expressed verbally by Commissioner at the full Commission meeting. PPLC voted unanimously to advance the item to the full Commission.

Next Steps

Upon Commission approval to initiate the TEP amendment process, a 45-day comment period for jurisdictions in Alameda County will commence. Staff will return to the Commission to report on the comments received and to recommend final action by the Commission later this year.

Fiscal Impact: There is no fiscal impact for this item associated with the requested action.

Attachments:

A. Letter from TVSJVRRA Requesting TEP Amendment
B. Draft Resolution for 2014 TEP Amendment
C. Proposed 2014 Measure BB Expenditure Plan Redline Markups and Technical Amendments
D. Valley Link Project Fact Sheet
E. Comment letters received

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Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

8.1A

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Vice Chair, ACE

Michael Tree
Executive Director

May 4, 2020

Mayor Pauline Cutter, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, Ca 94607

Dear Chair Cutter,

This letter is intended to supersede the information in the letter written to Chair Valle on September 11, 2019 (attached) as it relates to the language to be amended in the 2014 Transportation Expenditure Plan currently found on page 18. Please use the following language for the amendment:

Valley Link Rail in Alameda County ($400 M)
This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Thank you,

Alameda County Supervisor Scott Haggerty, Chair

cc: Ms. Tess Lengyel, Executive Director, Alameda CTC

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Commissioner, ACE

Michael Tree
Executive Director

September 11, 2019

Supervisor Richard Valle, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Valle,

In May of 2018 the BART Board decided not to extend conventional BART to Livermore in favor of deferring the development of a rail extension project to the newly established Tri-Valley – San Joaquin Valley Regional Rail Authority ("Authority").

In the statute that created the Authority, AB 758 (Eggman/Baker), the Legislature addressed the transfer of local funds to the Authority for the Valley Link project in Section 132658:

> "the unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority's purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 1800000)."

Over the past 18 months, the Authority has been actively engaged in the planning of Valley Link, a passenger rail project that connects with the Dublin/Pleasanton BART station and travels eastward to Livermore and beyond to communities in the Northern San Joaquin Valley. A key element of the Valley Link Funding Plan for the Dublin/Pleasanton connection with BART and rail construction to Livermore is the $400 million in Measure BB that is currently listed in the Alameda County 2014 Transportation Expenditure Plan ("Plan") for the BART to Livermore project. Per the requirements of the Plan, The Tri-Valley – San Joaquin Valley Regional Rail Authority requests the following amendments:

1. The Tri-Valley – San Joaquin Valley Regional Rail Authority, established by AB 758,be included as an eligible recipient of funds.
2. That the following, specific language be amended:

   Move and amend the following language from Page 18 of the Plan to Page 20:

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Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

~~**BART to Livermore**~~ **Valley Link to Livermore ($400 M)**
The project funds Valley Link ~~the first phase of a BART to extension~~ within the I-580 Corridor freeway alignment from the Dublin/Pleasanton BART station to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of or any element of this ~~first phase~~ project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

In accordance with the Alameda County 2014 Transportation Expenditure Plan Implementing Guidelines, the Tri-Valley – San Joaquin Valley Regional Rail Authority understands and can fully comply with the requirements of recipients of Measure BB funds, including, but not limited to, annual audits and compliance reporting, the establishment of separate accounting funds for Measure BB funds, independent Watchdog reviews, performance measures, environmental clearance timelines, timely use of funds, contracting requirements, public reviews and approvals.

Thank you for your consideration,

Scott Haggerty

Alameda County Supervisor Scott Haggerty, Chair

cc: Mr. Art Dao, Executive Director, Alameda CTC

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ALAMEDA County Transportation Commission

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Executive Director
Tess Lengyel

Draft
ALAMEDA COUNTY TRANSPORTATION COMMISSION
Resolution No. 20-007

Resolution of the Alameda County Transportation Commission Amending the 2014 Transportation Expenditure Plan to Delete the BART to Livermore Project and add the Valley Link Project

WHEREAS, by action of the governing body ("Commission") of Alameda County Transportation Commission ("Alameda CTC") at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan ("2014 TEP"), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated $400 million to a project identified as "BART to Livermore," constituting the first phase of a San Francisco Bay Area Rapid Transit District ("BART") extension within the I-580 Corridor to serve residents and businesses in that Corridor.

WHEREAS, on May 24, 2018, the BART Board certified the Final Environmental Impact Report for the BART to Livermore project, but declined to approve the project as proposed nor any alternative for the project.

WHEREAS, Assembly Bill (AB) 758, as adopted by the State legislature and signed by the Governor, created the Tri Valley San Joaquin Valley Regional Rail Authority ("TVSJVRRA"), an entity led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal of TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley, to address regional economic and transportation challenges.

WHEREAS, AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance a rail extension in the Corridor, now identified as "Valley Link."

WHEREAS, a key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

WHEREAS, the Valley Link project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (subject to approval of this amendment to the 2014 TEP by the Commission), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

WHEREAS, given that the Valley Link project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (SJRRC), BART, Alameda CTC, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project, as outlined below:

MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.

WHEREAS, the 2014 TEP and Public Utilities Code Section 180207 together provide that the 2014 Plan may be modified if an amendment is approved by a two-thirds vote of the Commission.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended to delete the BART to Livermore Project and all references to that Project;

BE IT FURTHER RESOLVED that the Tri Valley San Joaquin Valley Regional Rail Authority be recognized as an eligible agency for recipient of funds in the 2014 TEP;

BE IT FURTHER RESOLVED that the Valley Link Rail Project in Alameda County with an allocation of $400 Million is placed in the 2014 TEP, described as follows:

This project funds the first phase of a Valley Link rail project from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BE IT FURTHER RESOLVED that the 2014 TEP be amended to include the following specific description of the Valley Link Project:

A proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail. The project is generally shown on the diagram below:

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 28, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

_____ _____

Pauline Russo Cutter, Vanessa Lee,

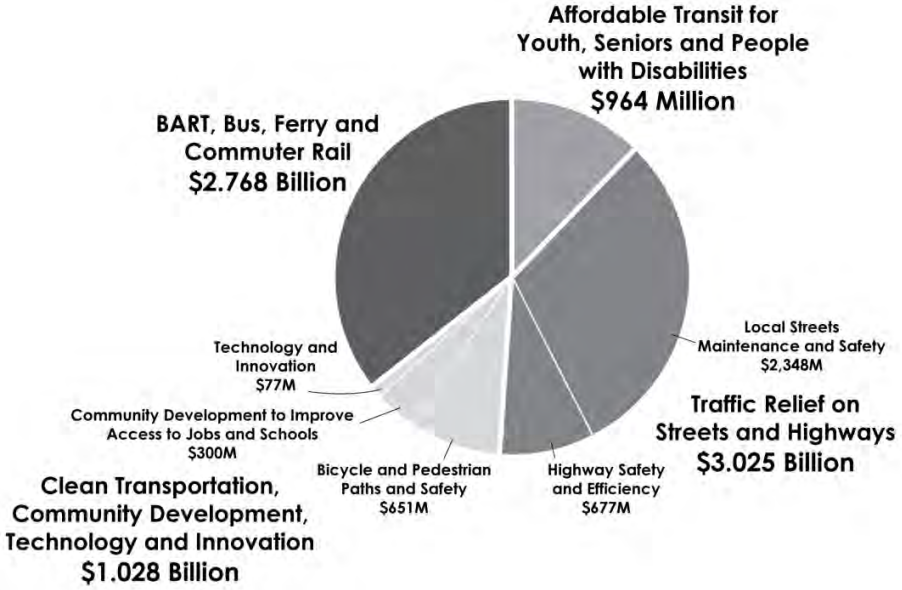
Chair, Alameda CTC Clerk of the Commission

INTRODUCTION

Summary of Investments	FUNDS ALLOCATION* ($ x million)
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	**$1,587**
BART Expansion and Maintenance	$349 ~~$749~~
Bus Operations, Maintenance and Rapid Bus Projects	$1,548
Commuter Rail Improvements	$832 ~~$432~~
Ferry Services in Alameda County	$39
Affordable Transit for Youth, Seniors and People with Disabilities	**$964**
Affordable Youth Transit to School and Transit Innovation	$190
Affordable Transit for Seniors and People with Disabilities	$774
Traffic Relief on Streets and Highways	**$3,025**
City and County Streets*	$2,348
Highway Safety and Efficiency	$677
Clean Transportation, Community Development, Technology and Innovation	**$1,028**
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	$651
Community Development Projects to Improve Access to Jobs and Schools	$300
Technology and Innovation	$77
TOTAL INVESTMENTS (YEAR 2015 TO 2045)**	**$7,785**

Notes:
*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.
**Estimated funds from 2015 to 2045 are anticipated to be almost $8 billion.

$7,785 in Total Investments Year 2015 to 2045



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount ($ x millions)	% of Total Funds
BART, Bus, Senior, and Youth Transit (48%)	Transit: Operations, Maintenance, and Safety Program	AC Transit	$1,455.15	18.8%
		Altamont Commuter Express	$77.40	1.0%
		BART Maintenance	$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	$38.70	0.5%
		Livermore Amador Valley Transit Authority	$38.70	0.5%
		Union City Transit	$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	$15.00	0.19%
		Subtotal	**$1,857.63**	**24%**
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	$232.20	3.0%
		East Bay Paratransit - AC Transit	$348.31	4.5%
		East Bay Paratransit - BART	$116.10	1.5%
		Coordination and Service Grants	$77.40	1.0%
		Subtotal	**$774.01**	**10%**
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	$10.0	**14%**
		Alameda to Fruitvale BART Rapid Bus	$9.0	
		Grand/MacArthur BRT	$6.0	
		College/Broadway Corridor Transit Priority	$10.0	
		Subtotal	**$35.0**	
	BART System Modernization and Expansion	Irvington BART Station	$120.0	
		Bay Fair Connector/BART METRO	$100.0	
		BART Station Modernization and Capacity Program	$90.0	
		~~BART to Livermore~~	~~$400.0~~	
		Subtotal	**$~~710.0~~310.0**	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	$120.0	
		Union City Intermodal Station	$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	$110.0	
		Oakland Broadway Corridor Transit	$10.0	
		Capitol Corridor Service Expansion	$40.0	
		Valley Link	$400.0	
		Subtotal	**$~~355.0~~755.0**	
	TOTAL		**$3,731.64**	**48%**

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.
BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.
All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

ACTC_AR1975

BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments. Funds for operations and maintenance will be provided to transit operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing ~~BART~~ rail system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, $1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

Transit Operations and Maintenance Program (21.55% of net revenue, estimated at $1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) $Millions
AC Transit	18.8%	$1,455
ACE	1.0%	$77
BART Maintenance	0.5%	$39
WETA (ferries)	0.5%	$39
LAVTA (WHEELS)	0.5%	$39
Union City Transit	0.25%	$19
Total Transit Operations	**21.55%**	**$1,668**

Affordable Youth Transit Pass Program ($15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at $175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

ACTC_AR1976

BART STATION ~~EXTENSION~~ AND SYSTEM IMPROVEMENTS ($37~~7~~10 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system~~, as well as provide local funding for a proposed BART extension in the eastern part of the county.~~

~~BART to Livermore ($400 M)~~

~~This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.~~

BART Station Upgrades and System Improvements ($310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.



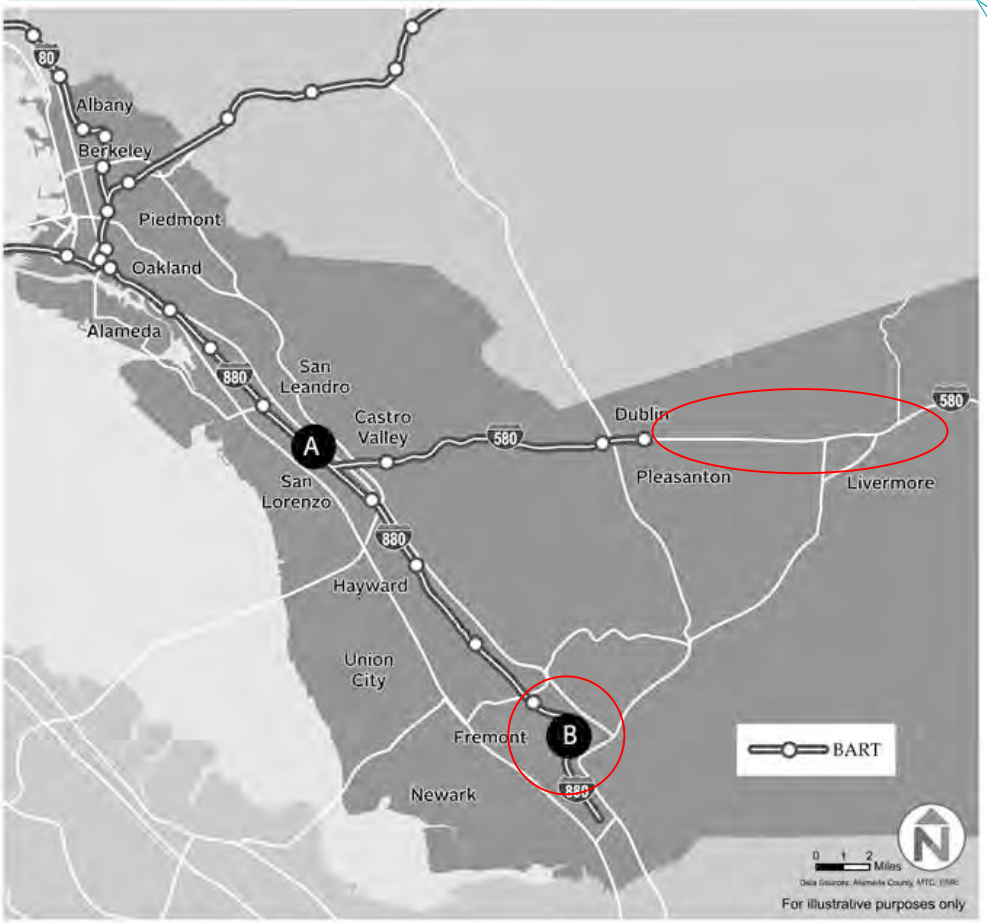
- **The Bay Fair Connector/BART METRO project will receive $100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive $90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.

- **The Irvington BART Station will receive $120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

ACTC_AR1977

BART INVESTMENTS



A Bay Fair Connector / BART METRO

B Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities

Commented [ACTC1]: Bottom circle: The new "B" is Irvington BART Station, and below that removal of "C"

Commented [ACTC2]: Top circle: Removal of the original "B – BART Extension to Livermore (within the I-580 corridor)"

Commented [ACTC3]: Middle circle: Change the original "C – Irvington BART Station" to a new "B"

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS ($~~355~~ 755 M)

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Corridor Area Transportation Improvements ($120 M)

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

Union City Intermodal Station ($75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.



Capitol Corridor Service Expansion ($40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

Railroad Corridor Right of Way Preservation and Track Improvements ($110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

Oakland Broadway Corridor Transit ($10 M)

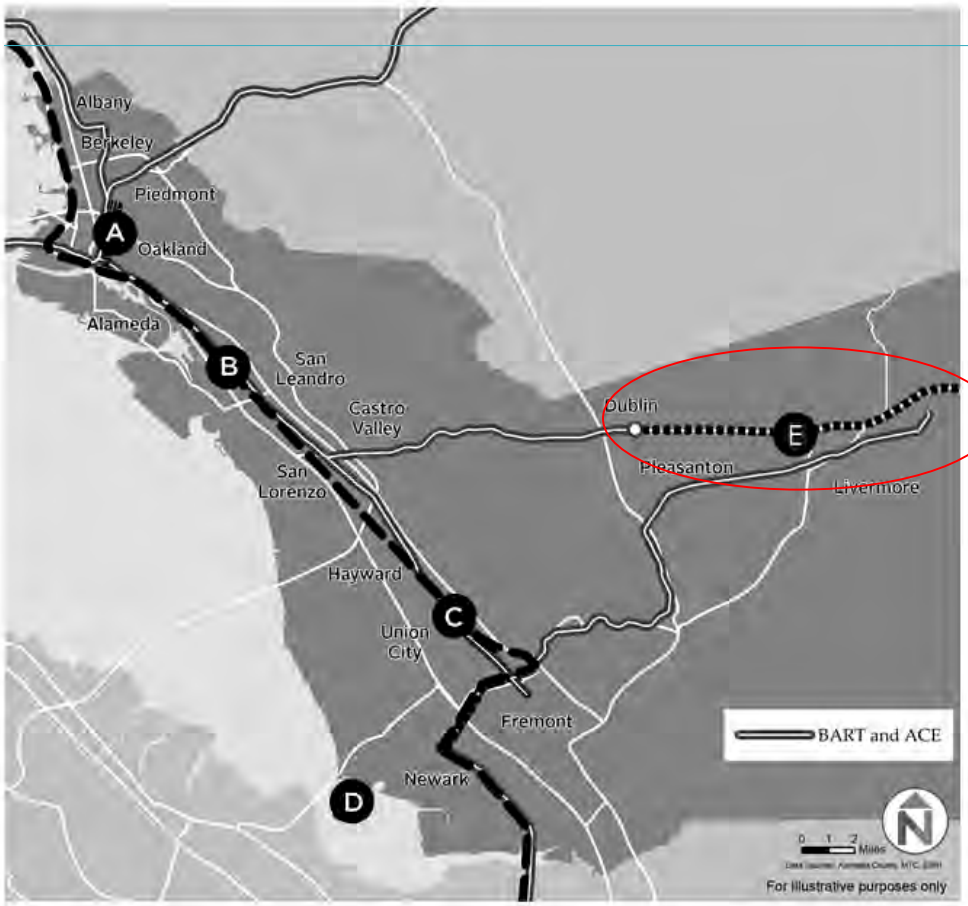
This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

Valley Link Rail in Alameda County ($400 M)

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

ACTC_AR1979

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



A Broadway Corridor Transit

B Capitol Corridor Service Expansion

C Union City Intermodal Station

D Dumbarton Corridor Area Transportation Improvements

E Valley Link Rail

Not Shown:
- Railroad Corridor Right of Way Preservation and Track Improvements

Commented [ACTC4]: **Both circles:** Addition of "E – Valley Link Rail" on the map and in the legend

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Valley Link

Connecting People, Housing, and Jobs

Fact Sheet

Project Overview

Connecting San Joaquin Valley to the Bay Area. Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

A Seamless Connection to BART. The first phase of service will provide a seamless and timed connection to BART, with service from North Lathrop to the Dublin/ Pleasanton BART station.

Frequent and Reliable Service. Trains will run throughout the day in both directions with the goal of matching BART frequency and hours of operation.

Initial Service Characteristics

	PEAK	OFF-PEAK
Between Dublin/ Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)



As of APRIL 2020

Tri-Valley • San Joaquin Valley REGIONAL RAIL AUTHORITY



By the Numbers

- **9,3500 Bay Area workers** - commuting from San Joaquin Valley today
- **42 Miles** - using existing transportation corridors
- **7 Stations** – Dublin/Pleasanton, Isabel, Mountain House, Tracy, River Islands, North Lathrop
- **78 Minutes** - current average commute each way
- **28 days** – total commute time per year for average commuter
- **75% increase** - commute traffic on I-580 by 2040
- **58% increase** – truck traffic on I-580 by 2040
- **25 daily round-trips** - by Valley Link trains each day in 2040
- **28,000 riders** – estimated in 2040 for Valley Link per day
- **99.4 Million** – reduction in Vehicle Miles Traveled (VMT) per year in 2040
- **33,000 metric tons** – reduction in greenhouse gas emissions (GHG) per year
- **0 Emissions** – battery-electric and hydrogen vehicle technologies under development
- **$2.4 Billion** - cost of Valley Link Phase 1 from Dublin/ Pleasanton BART to North Lathrop, in year of expenditure
- **$628 million** - identified as available for the project:
  - **$400 million** - Measure BB funds
  - **$188 million** - Bridge Toll funds
  - **$40 million - impact fees from the City of Livermore**
- **2027 – target date for Valley Link revenue service**

Project Benefits

Valley Link aims to be a model of sustainability in the design, construction and operation of the system. It is vital to our state's economy, environment and the quality of life in our communities:

- Serves communities and households in the Northern San Joaquin Valley with some of our state's highest poverty rates;
- Promotes equity by maximizing benefits to disadvantaged communities
- Links the Northern California Megaregion's workforce to affordable housing;
- Readily connects our state's future high-speed rail system to BART;
- Provides direct and seamless service to major employment centers in all parts of the Bay Area;
- Provides opportunities for compact transit-oriented development; and
- Will have a significant impact on the reduction of VMT and greenhouse gas emissions.
- Operates on renewable energy

Sources:
Bay Area Economic Institute Valley Link Project Feasibility Report (October 2019)
San Joaquin County Council of Governments

For more information about Valley Link, visit **www.valleylinkrail.com**

Building and Construction Trades Council of Alameda County, AFL-CIO

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Oakland, CA 94621
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Andreas Cluver
Secretary-Treasurer

Rob Stoker
President

Rafael Gonzalez
Vice President

Che Timmons
Sergeant in Arms

Auto & Marine Painters, #1176
Boilermakers, #549
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Carpenters, #713
Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

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opeiu:29/afl-cio

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Bay Area Transportation Working Group (BATWG)

May 11, 2020

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation Committee

Alameda County Transportation Commission (ACTC)

1111 Broadway, Suite 800 Oakland, CA 94607

Dear Commissioner Ortez:

It has come to our attention that the ACTC is thinking of reallocating the Measure BB funds set aside for the Livermore BART connection to "Valley Link". We urge you to desist.

For one thing such an action would make a mockery of what the Alameda County voters voted for in 2016. For another it would deny the people of Livermore the one good way of getting from their city to the East Dublin BART Station.

At the time the BART Board was considering whether or not to put the Measure BB $400 million toward a proposed $3.2 billion BART extension to Greenville Road, BATWG conducted an extensive investigation of the bus alternative. It was our conclusion that in terms of improving the access of the people of Livermore to BART, well-appointed buses (patterned after the privately-operated hi-tech buses) operating in bus-only lanes would be a far cheaper and better option. At the time we envisioned three separate lines originating in separate parts of Livermore all traveling out-of-traffic, at least during commute hours, to the Station.

Sincerely,

Gerald Cauthen
Co-Founder and President,
Bay Area Transportation Working Group
510 208 5441
www.batwgblog.com

Bay Area Transportation Working Group
3001 Ashbrook Court
Oakland CA 94601
www.batwgblog.com

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From:	Angie Ayers
To:	Angie Ayers
Cc:	Tess Lengyel; Vanessa Lee
Subject:	FW: Bike East Bay comments on Valley Link
Date:	Monday, May 11, 2020 12:23:17 PM

Hello Commissioners,

Please see the below public comment for item 5.1.

Regards,
Angie

Angie Ayers, Associate Administrative Analyst
Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607
Phone: 510.208.7450 direct dial | 510.208.7400 main line
Email: aayers@alamedactc.org Website: www.alamedactc.org
Facebook: www.facebook.com/alamedactc Twitter: @alamedactc

From: Vanessa Lee
Sent: Monday, May 11, 2020 12:20 PM
To: Dave(dave@bikeeastbay.org) Campbell <dave@bikeeastbay.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>; Angie Ayers <aayers@alamedactc.org>
Subject: RE: Bike East Bay comments on Valley Link

Received. Thank you.

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Dave Campbell <dave@bikeeastbay.org>
Sent: Monday, May 11, 2020 12:19 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Bike East Bay comments on Valley Link

Commission

We support transit, and possibly this project too, but have questions and concerns around:

1. The lack of public outreach in Livermore to generate support for this project. Measure BB in Livermore did not get a ton of support and BART was controversial. RM3 get even less support in Livermore. We don't want this project to be controversial like the BART project was. The Isabel Neighborhood Plan was controversial too because of BART. Where are the residents of Livermore on this project?;
2. Hour headways off -peak is poor public transit, and is in fact commuter rail. This corridor needs good transit. What can be done to convert this project from commuter rail to good transit?
3. Can we hear more about the financial crisis and how this project is affected? It's concerning to hear a presentation that does not acknowledge the current financial crisis.

Thank you for more clarifying information.

--
Dave Campbell
Advocacy Director
Bike East Bay
****
Office: 466 Water Street at Jack London Square in Oakland
Mail: PO Box 1736, Oakland, CA 94604
Cell: (510) 701-5971
BikeEastBay.org

Learn how COVID-19 is impacting Bike East Bay events and activities.

From:	Vanessa Lee
To:	Angie Ayers
Subject:	FW: Public Comment for item 5.1 at ACTC"s PPLC meeting on Monday 5/11
Date:	Monday, May 11, 2020 11:26:37 AM
Attachments:	hyperlinked_PPLC_Agenda_20200511.pdf

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, May 7, 2020 1:42 PM
To: Vanessa Lee <VLee@alamedactc.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>
Subject: Public Comment for item 5.1 at ACTC's PPLC meeting on Monday 5/11

Hi Vanessa-

I hope you are staying healthy and safe. Considering that I cannot attend next Monday's PPLC meeting in person due to the SIP, please make sure my comments are read into the record for Public Comment as part of agenda item 5.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti
(925) 858-5303

Dear Chair Ortiz and Honorable Commissioners:

On behalf of the Innovation Tri-Valley Leadership Group, I respectfully request for the PPLC to support the Staff recommendation to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. Our Committee worked to ensure that the Expenditure Plan included the fulfillment of plans dating back to the 1960's which envisioned a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. This vision was part of the plan approved by the voters of Alameda County. Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it.

Four years later in May of 2018, the BART Board certified the BART to Livermore EIR but transferred the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley to the Tri-Valley - San Joaquin Valley Rail Authority. The Authority has since completed a Feasibility Report for Valley Link, a project proven to be cost effective and efficient, estimated to carry between 26,000 and 28,000 riders a day in the highly congested I-580 corridor.

With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority that will benefit the environment, the economy and the quality of life of residents and

Bay Area workers. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete the project. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision of Measure BB for rail connectivity in the Tri-Valley, and I urge the Committee to approve the item.

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group
925.858.5303
tsbranti@innovationtrivalley.orgwww.innovationtrivalley.org

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May 8, 2020

Elsa Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: PPLC Agenda Item 5.1 – Tri-Valley-San Joaquin Valley Regional Rail Authority Request for 2014 Measure BB Transportation Expenditure Plan Amendment – **SUPPORT**

Dear Chair Ortiz:

I am writing on behalf of the Livermore Valley Chamber of Commerce (LVCC), a business membership organization with nearly 500 members from a cross-section of private/public and non-profit industry sectors that employ nearly 20,000 workers. Ensuring that public dollars are wisely spent and that taxpayers receive a good return on their investment, while responsibly planning, funding, and maintaining and operating our transportation system is a key policy priority for LVCC.

LVCC supports the above referenced item, advancing the efforts to close the gap in the I-580 corridor for an urgently needed and long-awaited, effective rail connection between Livermore and the Dublin/Pleasanton East BART station. I reiterate the support formerly expressed by LVCC over many years for planning and funding support for such a project. LVCC appreciates the wisdom of the leaders of the Alameda County Transportation Commission in designating significant funding in Measure BB (which was supported by LVCC) to provide for a future rail connection in this corridor. In light of events that have transpired since the approval of BB, your prudent actions necessary to amend the expenditure plan to accommodate the request by the Tri-Valley-San Joaquin Valley Regional Rail Authority is welcomed and appreciated. LVCC recognizes and strongly supports the efforts of the TVSJRRA to effectively deliver a rail connection project in this corridor within the next few years.

We look forward to moving forward with this initiative and this project, and stand ready to support you in this action.

Respectfully,
Dawn P. Argula
Dawn P. Argula
CEO/President

C: Scott Haggerty, First District Supervisor, Alameda County BOS
Tess Lengyel, Executive Director, Alameda County Transportation Commission
Michael Tree, Executive Director, Valley Link
John Marchand, Mayor, City of Livermore

Livermore Valley Chamber of Commerce
2157 First Street Livermore CA 94550
925.447.1606
www.livermorechamber.org

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May 11, 2020

Via email to: vlee@alamedactc.org

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation (PP&L) Committee
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: PP&L Agenda item #5.1 – Approve Tri-Valley- San Joaquin Valley Regional Rail Authority (TVSJVRRA, aka Valley Link) Request for a 2014 Measure BB Transportation Plan Expenditure (TEP) Amendment

Dear Chair Ortiz and Members of the PP&L Committee:

On behalf of our more than 13,500 members in Alameda County, the Sierra Club writes to respectfully express great concern about Item #5.1 on your Agenda for Monday May 11, 2020. We believe that there are far too many issues and questions that should be addressed before the recommended actions move forward.

We recognize that the proposed actions before your Committee are just the beginning of a process to reprogram the sales tax funds that were approved by voters for "BART to Livermore." But as set forth in the staff memo, the proposed actions, and their timing, would establish dangerous precedents for lack of planning and financial responsibility. There is simply no need to rush into the proposed actions, particularly in the context of the current health and financial crises being faced by the State and local communities. Why not first take time for responsible analysis and an opportunity to see if-how-and-when recovery is able to occur, before committing funds that may not materialize for years to come?

Every responsible forecast is anticipating that "the future of work" will be different, post-pandemic, than we have ever been experiencing previously. Why base such a massive investment of public funds on what is already and at best "old data?"

The first Agenda request is that the TVSJVRRA be acknowledged as a new agency in Alameda County that can be an eligible recipient of Measure BB funds. While this

2530 San Pablo Ave., Suite I, Berkeley, CA 94702 Tel. (510) 848-0800 Email: info@sfbaysc.org

should be the least controversial element of the requests, nothing in the staff memo identifies the potential magnitude of impacts on other Measure BB transit recipients. There is no operating budget provided in the Committee materials. Can taxpayers and pre-pandemic passengers be assured that this new system will not become a drain on other, voter-approved transit agencies in the County?

The second and third requests would remove “BART to Livermore” from the TEP and substitute Valley Link with no consideration of possible alternatives – why? The project list for Measure BB was the result of years of input and deliberation by Community and Technical Working Groups. Why not have a full and fair competition for alternative uses of these funds, throughout the full list of “BART, Bus, Senior, and Youth Transit” options identified as the relevant “Type” on page 3 of the TEP (page 24 of the Committee packet), especially with the enormous uncertainties facing projections for both traffic and funding revenues?

Implementing Guideline 22 of the Measure BB TEP is surprisingly omitted from the staff memo, but supports this broadened approach, stating:

> **22. Fund Allocations**: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

Even the language from AB 758 (Eggman/Baker, PUC section 132658) that is quoted in the “superseded” request dated September 11, 2019, recognized that there was no entitlement to the “local funds controlled by the Alameda County Transportation Commission.”

It should also be noted that the proposed description and conditions regarding Valley Link delete and/or change significant descriptive and cautionary language (which was carefully negotiated and voter-approved) before funds may actually be “used.” The text below sets forth full “before and after” language in a single view for the information of Commissioners and the public:

> ~~BART to Livermore ($400 M)~~
> Valley Link rail in Alameda County ($400 M)
>
> This project funds the first phase of a ~~BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ Valley Link rail extension from the existing Dublin/ Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.

> Funds are for construction for any element of this first phase project and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an ~~detailed~~ alternative assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Why are voter and environmental protections proposed to be removed for this new project? Do Commissioners really think this is wise and appropriate? Why not, at a minimum, wait until the requisite Environmental Review is both released in draft form and then completed? – This critical document is already a year behind the previous schedule.

Where is the San Joaquin County commitment to support their own residents who are likely to be the primary beneficiaries of this project? The proposed resolution merely states that:

> SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from ***future*** measures and state funds. **(emphasis added)**

Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and operations for this multi-county project. “Leveraging” of other funds should, at a minimum, be based on full and fair participation from designated “partners.”

Several places in the proposed “amendments” describe Valley link as “Commuter Rail," despite the fact that it is proposed to operate throughout the day. Subsection 49 CFR 37.3 in relevant part defines “commuter rail” as

> *Commuter rail transportation* means short-haul rail passenger service operating in metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fare, multiple ride, and commutation tickets and by morning and evening peak period operations. This term does not include light or rapid rail transportation.

Is this an attempt to obviate or avoid an obligation for ADA complementary paratransit service for passengers, or attempted passengers, who may have difficulty using the train service?

We must also ask if ACTC or Valley Link have informed MTC and ABAG that the proposed project will facilitate inter-regional commuting, contrary to the intent of SB 375 and the Bay Area's Sustainable Communities Strategy.

This message sets forth only some of the most obvious concerns about the proposed Measure BB actions. There are certain to be more, but disclosure by ACTC and Valley Link should not be delayed until the end of the requisite "public comment" period. The Sierra Club respectfully requests, and urges at a minimum, that the questions and issues noted above be addressed before any Commission action to consider Valley Link's requests. To do any less would call into question Commissioners' significant public service obligations to Alameda County voters, taxpayers, and residents. We look forward to working with you and ACTC staff to consider a full range of responsible uses of Measure BB funds. If you have any questions, or desire further information, please do not hesitate to contact Matt Williams at mwillia@mac.com.

Sincerely,

ss/
Matt Williams
Chair, Chapter Transportation and Compact Growth Committee

ss/
Dick Schneider
Chair, Chapter Tri–Valley Group Executive Committee

ss/
Eric Parfrey
Volunteer Leader, Mother Lode Chapter

Cc: Sierra Club California Director Phillips
San Francisco Bay Chapter Executive Committee Chair Bolotina
San Francisco Bay Chapter Director Berbeco

Memorandum 8.1F: Handout

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

DATE:	May 28, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy Vanessa Lee, Clerk of the Commission
SUBJECT:	Additional Public Comment Submissions regarding the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP)

Please find all written public comments received for the May 28, 2020 Commission meeting Item 8.1: Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan that were submitted after the Commission packet was distributed and were received by the 5 p.m. deadline notice on the agenda. These comments are in addition to those already distributed at Attachment E to item 8.1 in the Commission meeting materials. (*listed in alphabetical order):*

- Alameda County Taxpayers Association
- BART (1)
- BART (2)
- Bay Area Council
- Bay Area Transportation Working Group
- Building & Construction Trade Council of Alameda County
- Chabot-Las Positas Community College
- City of Dublin
- City of Livermore
- City of Pleasanton
- Innovation Tri-Valley Leadership Group
- Laborers' Local 304
- Livermore Amador Valley Transit Authority
- Pleasanton Chamber of Commerce
- Train Riders Association of California

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From:	Marcus Crawley
To:	Vanessa Lee
Subject:	Tri Valley $400 million
Date:	Saturday, May 23, 2020 7:59:43 AM

Pauline Cutter, Chair, and ACTC Commissioners May 22, 2020
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)

Dear Chair Cutter:

The Alameda County Taxpayers Association (ACTA), a 501(c)(4) organization, represents the taxpayers of this County in advocating legal and productive expenditures of taxpayer funds. As such, ACTA is a statutory appointer of a member of the ACTC Independent Watchdog Committee.

Alameda County Taxpayers Association [ACTA] is troubled by plan to transfer $400 million BART funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority. The Alameda County voters approved the Special Tax of Measure BB and to be dedicated for Alameda County transportation projects such as the BART to Livermore extension. The foremost consideration of ACTC must be the will of the voters. ACTC must narrowly construe the intention of the voters regarding the 'specific purposes' of the Measure BB special sales tax. The voters did not contemplate that the Measure BB taxes would single-handedly fund multi-county projects in the absence of funds contributions from other counties. When the Tri-Valley Authority has produced its share of the project funding, the ACTC can plan how to spend Tri-Valley Authority funds. ACTA will vigorously oppose any plan to divert these funds away from a voter-approved project.

For the present ACTC must demonstrate that it can plan a viable project by solving the BART to Livermore extension. This Committee must demonstrate leadership and build consensus on existing Alameda County projects, not leap ahead to the next glorious project that has not even been planned. As a first step in leadership, the committee should use its power to make the promised annual audits of Measure BB expenditures a reality.

We call on ACTC to table this action until such time as a proper study be made of this project and the logical alternatives, including a long-haul commuter express bus network for both Eastern Alameda County along the I-580 Corridor and over the hills from the Central Valley. We certainly have no objection to working jointly with Central Valley governments and other interest groups on a project of mutual benefit. However, we do not understand why ACTC is proposing that the Alameda County taxpayers be the first to transfer funds approved by the voters to benefit primarily Alameda County residents to a project that would instead primarily benefit residents of other counties – particularly since there is no commitment from those counties, or even an idea of when such a commitment might be made.

The $400 million was originally approved by the voters as part of Measure BB in 2014 for a BART extension to Livermore. The BART Board elected not to pursue this, so we agree it is proper to study other transportation improvements in this corridor – but, we believe that the first priority should be for what the voters intended, benefits for the residents and travelers along the I-580 corridor in the Eastern Tri-Valley area.

We do not object to the study of rail alternatives in this corridor and into the Central Valley, either BART or commuter/inter-city rail. But, in our role as a taxpayer advocate, we believe that it would be improper to advocate for rail unless and until a proper, unbiased study fairly considers other options, including a bus system on dedicated lanes, that could require far less taxpayer dollars and could be completed much faster. If the study shows that Valley Rail is the best option and is fair to the taxpayers and the traveling public, and is feasible, then ACTC should consider this $400 million reallocation at that time.

We do not understand the necessity nor the benefit of making this decision so early in the planning process.

I will be commenting on this matter at the Commission meeting.

Thank you for your consideration of the position of the Alameda County Taxpayers Association on this important matter before the Commission.

Respectfully submitted,

Marcus Crawley -President of

ACTA

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

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Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As BART Director (District 5) and representative for my constituents and taxpayers in the Tri-Valley area, I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades. The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

I urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

John McPartland
BART Director, District 5

www.bart.gov

Cc: BART Directors and Board Appointed Officers
Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

ACTC_AR2002

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Bevan Dufty
9TH DISTRICT

May 27, 2020

Via Email

Mayor Pauline Cutter, Chair
c/o Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 95607
vlee@alamedactc.org

RE: Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request

Chair Cutter:

Thank you for the opportunity to comment on the above referenced item. On behalf of the San Francisco Bay Area Rapid Transit District (BART), I would like to express support for beginning a 45-day comment period on the proposed amendment to the 2014 Measure BB funded TEP, as described in the staff memorandum.

In May 2018, the BART Board of Directors certified the Final Project EIR for the BART to Livermore extension, and directed staff not to advance a specific project in the Tri-Valley. Pursuant to AB 758 (Baker), the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) at that point assumed responsibility to advance a rail project in the corridor. Since then, BART staff have been engaged with the TVSJVRRA throughout project feasibility and initial design and environmental assessments of the proposed Valley Link Rail project, and this coordination continues.

Because of this, BART supports the action to begin the public comment period for the amendment to the TEP naming the TVSJVRRA as an eligible recipient of Measure BB funds and specifically naming the Valley Link project in place of BART to Livermore. It is important to hear from Alameda County residents and other stakeholders. The District anticipates submitting a more detailed set of comments during the official 45-day comment period that this action will kick-off.

Please do not hesitate to contact me or my staff with any additional questions.

Sincerely,

Robert M. Powers
General Manager

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BAYAREA COUNCIL
Shape the Future

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

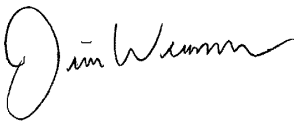
I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,



Jim Wunderman
President & CEO
Bay Area Council

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

Bay Area Transportation Working Group

May 23, 2020

Pauline Cutter, Chair, and ACTC Commissioners

Alameda County Transportation Commission

1111 Broadway, Suite 800

Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda Item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)"

Dear Chair Cutter:

The Bay Area Transportation Working Group (BATWG) is an Oakland-based 501(c)(3) composed of senior transportation experts and advocates with centuries of collective experience in California, Bay Area, and Alameda County transportation issues and projects.

At BATWG's May 21, 2020 meeting there was a discussion of the proposed diversion of Alameda County Measure BB funds to Valley Rail. After the discussion the vote was unanimous; we believe this action would be inappropriate and unwise.

What Valley Rail needs most right now is a full, proper, and unbiased study of its feasibility – including projected ridership, cost-effectiveness and identified sources of funding, all in comparison with the other transportation options for the corridor and all taking the changes brought on by COVID into full account.

In 2017, when the question how to use this $400 million was before the BART Board, the BART staff recommended a significantly upgraded bus option on grounds that it would better serve the transportation needs of Pleasanton and Livermore than an expensive 10-mile extension of BART to Livermore's Greenville Road would. BATWG strongly supported the staff's recommendation and subsequently submitted a list of proposed bus system enhancements.

The original BART Extension project approved by the Alameda County voters was intended to benefit the people of Alameda County, including the residents of

Pleasanton and Livermore Area and those traveling to those cities from more westerly Alameda County locations. Obviously, this was a project that the Alameda County taxpayers were willing to support because the vast majority of the benefits would accrue to Alameda County residents and taxpayers. Valley Rail, which includes five stations in the Central Valley and only three in Alameda County, is intended to primarily benefit non-Alameda County residents.

There is no reason or justification for diverting $400 million in BB funds to Valley Rail at this time.

The Bay Area Transportation Working Group looks forward to working with the ACTC in working to improve transportation in the I-580 Corridor.

Respectfully submitted,

Gerald Cauthen PE

President and Co-founder

Bay Area Transportation Working Group (BATWG)

510 208 5441

www.batwgblog.com

Building and Construction Trades Council of Alameda County, AFL-CIO

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Oakland, CA 94621
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Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

May 26, 2020

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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CHABOT
LAS POSITAS
COMMUNITY
COLLEGE
DISTRICT

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The CLPCCD and, especially Las Positas College, as evidenced by our MOU with LAVTA, recognize the value of public transportation in meeting sustainability goals and facilitating travel to and from the college. Specifically, the largest benefactor of these two projects will be Las Positas College, and the community we serve which encompasses over 9,200 students and 500 employees. Our research shows that our public transportation usage average is 10,000 individual rides per month and nearly 500 students take the bus each business day. Of our total student population, 20% take classes at both campuses. A rail extension to Livermore would support and facilitate the needs of student populations from both the Tri-Valley and 880/580 corridors. We know there is still a great need for additional public transportation options for all of our students and employees.

CLPCCD provides educational opportunities and support for completing of students' transfer, associate degree, basic skills, career technical education, and retraining goals. We serve, annually, approximately 29,000 students. Our employees and students use public transportation to get to and from their homes to our places of work.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Ronald P. Gerhard
Chancellor

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

CHABOT-LAS POSITAS COMMUNITY COLLEGE DISTRICT BOARD OF TRUSTEES

Edralin J. "Ed" Maduli, President
Genevieve Randolph, Secretary
Hal G. Gin, Ed.D.
Linda Granger
Maria L. Heredia
Tim Sbranti

Ronald P. Gerhard, Chancellor

OFFICE OF THE CHANCELLOR

7600 Dublin Blvd., 3rd Floor
Dublin, CA 94568
Tel: 925-485-5207
Fax: 925-485-5256
www.clpccd.org

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DUBLIN
CALIFORNIA
THE NEW
AMERICAN
BACKYARD

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Linda Smith
E33836CEEC044E0...

Linda Smith
City Manager, City of Dublin

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
925.833.6640
Fire Prevention
925.833.6606
Human Resources
925.833.6605
Parks & Community Services
925.833.6645
Police
925.833.6670
Public Works
925.833.6630

100 Civic Plaza
Dublin, CA 94568
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www.dublin.ca.gov

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Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

LIVERMORE
CALIFORNIA

May 28, 2020

The Honorable Pauline Russo Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Agenda Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. Position of support.

Dear Chair Cutter:

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire County by reducing traffic over the Altamont Pass and through the congested I-580 and I-680 corridors. An estimated 93,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses, teachers, and people employed in manufacturing in the Tri-Valley and throughout Alameda County. Many of these Bay Area workers have been priced out of the communities they serve by rising housing costs and are suffering through an average 78-minute commute each way.

The environmental benefits of Valley Link are significant. Valley Link offers a rail alternative for those commuting by automobile. An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles

Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year.

Valley Link supports construction of badly needed affordable housing. Through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The Isabel Neighborhood Specific Plan, developed around the Valley Link station at Isabel Avenue, includes 4,095 new multifamily housing units with a mandatory 20% minimum affordable requirement with an overall goal for 25% affordable units in the Plan area.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will help ensure that this vital project can move forward to benefit the entire County and that commitments to the Tri-Valley are finally met.

Sincerely,

John Marchand

John Marchand
Mayor

cc: Supervisor Scott Haggerty
Tess Lengyel, ACTC Executive Director

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THE CITY OF
PLEASANTON

May 26, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that all of our Tri-Valley residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

P. O. Box 520, Pleasanton, CA 94566-0802 **123 Main Street**

City Manager
(925) 931-5002
Fax: 931-5482

City Attorney
(925) 931-5015
Fax: 931-5482

Economic Development
200 Old Bernal Avenue
(925) 931-5038
Fax: 931-5476

City Clerk
(925) 931-5027
Fax: 931-5492

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We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Nelson Fialho
9B5F9FFD0C8544D...

Nelson Fialho
City Manager

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Pleasanton City Council

From:	Tim Sbranti
To:	Vanessa Lee
Subject:	Public Comment for Item 8.1 at ACTC meeting on Thursday 5/28
Date:	Tuesday, May 26, 2020 11:26:55 PM

Hi Vanessa-

I hope you are doing well. Please make sure my comments are read into the record for Public Comment as part of agenda item 8.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti

Dear Chair Russo Cutter and Honorable Commissioners:

On behalf of the business and civic leaders who comprise the Innovation Tri-Valley Leadership Group, please support the Staff recommendation and the unanimous decision from PPLC to amend the Measure BB Transportation Expenditure Plan and replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. As Commissioner Haggerty pointed out at the PPLC meeting, a deliberate decision was made to ensure that priorities of leaders in each of ACTC's 4 planning areas were included in the measure. The priority in 2014 remains the same as it was 50 years as it is today.....establishing a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision approved by the voters of Alameda County for rail connectivity in the Tri-Valley.

Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it. Considering that the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley was transferred in 2018 from BART to the Tri-Valley - San Joaquin Valley Rail Authority, now is the time to transfer the funds as well for rail in the Tri-Valley. In recent months, the Authority has completed a Feasibility Report for Valley Link, a project proven to be cost-effective and efficient, estimated to carry between 26,000 and 28,000 riders a day to relieve gridlock in the highly congested I-580 corridor. With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority and the time to act is now.

Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with state, federal and private funding to complete the much-needed project, and we hope that you will

fulfill the original vision and meet present and future needs of the County by approving the item.

--

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group

www.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

From:	Rafael Gonzalez
To:	Vanessa Lee
Subject:	Valley Link
Date:	Tuesday, May 26, 2020 10:10:41 AM

Good morning. I am writing to you in support of the Valley Link project and the proposed funding of that project. As a representative of thousands of workers who commute from the Central Valley into the Bay Area, and as someone who does that same commute, I can attest to the importance of the Valley Link Rail System. I moved to Tracy, about 20 years ago and I have seen firsthand the increase in commuter traffic. All the experts agree that this will only continue to increase as time goes on. This will result in more time on the road, which increases the carbon footprint of each individual commuter. Valley Link provides a safe alternative from the Central Valley to the Bay Area, reducing the amount of vehicles on the road, which in turn results in lower commute times, carbon emissions, and stress levels!

Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.

The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.

For these reasons and other, I humbly ask that you consider having the Tri-Valley – San Joaquin Valley Regional Rail Authority recognized as an agency eligible for Measure BB funds (agency hadn't been created when Measure BB was approved). We are also seeking to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project. This will put $400 million in Measure BB funds into the control of the Valley Link Board.

I thank you for your consideration.

Rafael Gonzalez
President/ Field Representative
Laborers' Local 304
(510)581-9600 (office)
(510)432-2827 (mobile)

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Livermore Amador Valley
TRANSIT AUTHORITY

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

David G. Hudson

Cc: Alameda County Transportation Commission members
Tess Lengye!, ACTC Executive Director

1362 Rutan Ct., Ste. 100 | Livermore, CA 94551
O. (925) 455-7555 | F. (925) 443-1375
wheelsbus.com

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PLEASANTON CHAMBER of COMMERCE

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I am writing to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to eventually advance rail connectivity to the San Joaquin Valley. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are finally met.

Sincerely,

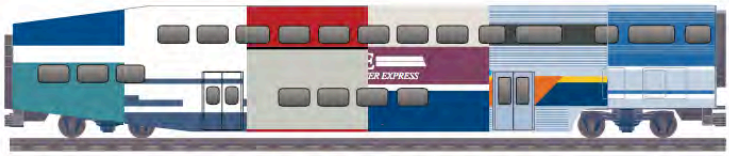
Steve Van Dorn
President & CEO

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

www.pleasanton.org
777 Peters Avenue • Pleasanton, CA 94566 • Phone: (925) 846-5858 • Fax: (925) 846-9697

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TRAC
Train Riders Association of California



1025 Ninth Street Suite 223
Sacramento CA 95814-3516

(916) 557-1667
www.calrailnews.org
president@calrailnews.org

Officers

David Schonbrunn
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Derek Casady
San Diego County

John Deeter
Sacramento County

Fred Glienna
Los Angeles County

William F. McGeehan III
Contra Contra County

May 26, 2020
Submitted to:
contact@
alamedactc.org

Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Agenda Item # 8.1, May 28 Meeting
Measure BB Exp. Plan Amendment

Dear Chair Cutter:

The Train Riders Association of California ("TRAC") is a statewide rail advocacy organization that has worked since 1984 to improve passenger rail service in California. TRAC has been involved in passenger rail planning for the Altamont Corridor for at least two decades. We have made presentations to the Valley Link Board and participated in their public meetings.

We write today to urge your Board to defer action on amending the Expenditure Plan for Measure BB until you receive an environmental impact report for Valley Link, which is nearing completion. The Administrative Draft was under review last October, and the Draft EIR is now scheduled for public review in September 2020. TRAC suggests the following reasons for deferral of this agenda item:

1. Without a certified EIR, there is no evidence to support the claim that the proposed Valley Link project will provide meaningful benefits to Alameda County taxpayers. The Commission has a special duty to taxpayers to make an affirmative finding of benefit, under Section 14 of the Expenditure Plan Guidelines:

> **No Expenditures Outside of Alameda County**: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. (emphasis added.)

2. From its inception, this project raised serious questions as to whether BART would be able to handle the additional passengers that Valley Link would transport from the Central Valley. The EIR

should resolve that question. If Valley Link were projected to make overcrowding on BART even worse, that would have serious implications as to whether the project could reasonably be judged as benefitting Alameda County residents.

3. An EIR would determine whether Valley Link would result in the construction of any infrastructure or station that would be inconsistent with the land use-constraining provisions of Alameda County year 2000 Measure D. On a related topic, an EIR will provide information on the Valley Link project's compliance with the County's Gateway Policy.

4. As the largest single capital project in Measure BB, BART to Livermore was the marquee project. Because of that special status, it demands special treatment above and beyond the 2/3 majority required for an amendment. This is not some minor project. Amending the Plan to include this project changes the entire profile of the measure, because the voters never gave their support to the Valley Link project. There is no evidence that the voters of the Tri-Valley, which did not support Measure BB, would support Valley Link.

5. Because Measure BB resulted in financial trade-offs between the Tri-Valley and the North County cities through a reweighting of the basic allocation formula for local streets and roads, the entire Expenditure Plan would need to be reopened to assure fairness for all jurisdictions.

6. Other alternative projects, including several that TRAC has advocated for, would potentially be far more cost-effective in providing the service that Valley Link seeks to offer. In particular, the $1+ billion dollar cost of the I-580 relocation is merely a utility relocation, offering no transportation benefit to taxpayers.

Thank you for considering these comments.

Sincerely yours,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President, TRAC

ALAMEDA County Transportation Commission

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

Commission Chair
Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair
Councilmember John Bauters
City of Emeryville

AC Transit
Board Vice President Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezzy Ashcraft

City of Albany
Mayor Nick Pilch

City of Berkeley
Mayor Jesse Arreguin

City of Dublin
Mayor David Haubert

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont
Mayor Robert McBain

City of Pleasanton
Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

May 28, 2020

Mayor Libby Schaaf
City of Oakland
1 Frank Ogawa Plaza
Oakland, CA 94612

Via Email: officeofthemayor@oaklandnet.com

Re: Alameda County Transportation Commission 2014 Measure BB Transportation Expenditure Plan Amendment Comment Period

Dear Mayor Schaaf,

In November 2014, voters in Alameda County approved Measure BB, authorizing an extension of the existing transportation sales tax (Measure B), administered by the Alameda County Transportation Commission (Alameda CTC). The 2014 Transportation Expenditure Plan (2014 TEP) guides the investments of Measure BB revenues toward capital projects and programs that improve the countywide transportation system.

On May 28, 2020, the Alameda CTC Commission voted to initiate a comment period for comments by jurisdictions in Alameda County on a proposed amendment to the 2014 TEP to replace the BART to Livermore project with the "Valley Link" project. The 2014 TEP Implementing Guidelines specify that all jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

Proposed Amendment

In September 2019, the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) requested that Alameda CTC amend the 2014 TEP to replace the BART to Livermore project that is in the 2014 TEP with the Valley Link rail project, and transfer the associated $400 million that was identified for BART to Livermore to the Valley Link project. The TVSJVRRA was created in 2017 by the State Legislature (Assembly Bill 758) for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County. In 2017, BART released the Draft Environmental Impact Report for the BART to Livermore project, which had been under consideration for many years. In May 2018, the BART Board voted to certify the Final EIR and also passed a motion directing the BART General Manager to not advance an alternative, effectively

passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The amendment that has been requested to be made to the 2014 TEP includes the following key elements:

1. Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds.

2. Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.

3. Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.

4. Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above.

A detailed description of the proposed amendment and background can be found in the attached Alameda CTC Commission staff report.

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP) that is proposed to be removed:

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies

and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP, as detailed in the attached Alameda CTC Commission staff report.

Comment Period

On May 28, 2020 the Alameda CTC Commission voted to initiate the comment period. The 45-day comment period closes on July 13, 2020. Given the current shelter in place in effect in Alameda County, comments can be submitted electronically to: tepamendment@alamedactc.org, or by mail to the ACTC office.

Email: tepamendment@alamedactc.org, or

Address: 1111 Broadway, 8th Floor
Oakland, CA 94607

After the 45-day comment period, Alameda CTC staff will review and analyze the comments received and present the proposed amendment and comments to the Alameda CTC Planning, Policy and Legislation Committee for consideration and recommendation to the full Commission for action. To modify and amend the TEP, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners.

If you have any questions regarding this item, please contact me at tlengyel@alamedactc.org or 510.208.7402.

Sincerely,

Tess Lengyel
Executive Director

Attachment: May 28, 2020 Alameda CTC Commission Staff Report

cc: Edward Reiskin, City Administrator
City of Oakland
ereiskin@oaklandnet.com

ALAMEDA County Transportation Commission

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

Memorandum

8.1

DATE:	May 21, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Recommendation

It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request (Attachment A) for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and 4) make associated technical amendments. Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. This is an action item and requires 2/3 approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Summary

The 2014 Measure BB TEP included $400 million for BART to Livermore. Since that time, a significant number of developments have occurred on the project and in the project area, as detailed in the Project Background section of this memo. The TVSJVRRA was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

In 2017, BART released the Draft Environmental Impact Report for BART to Livermore. In May 2018 the BART Board voted to certify the Final EIR. The Board also passed a motion directing the General Manager to not advance an alternative, effectively passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The TVSJRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the $400 million from the BART to Livermore TEP project to Valley Link. The TEP amendment process, as detailed later in this memo, requires a 45-day comment period by jurisdictions in Alameda County. This recommended action would authorize the initiation of the 45-day comment period. Staff will then return to PPLC and the Commission after the completion of the comment period for final action on the proposed TEP amendment. Once a final amendment is recommended to the Commission after the comment period, a 2/3 vote by the Commission is needed per the TEP Implementing Guidelines.

The proposed amendment includes the following elements, which are documented in Attachments B and C:

1) Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds (Attachment B, Plan Amendment Resolution).
2) Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.
3) Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.
4) Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above (as shown in Attachment C, TEP Redline Markups).

Project Background

A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years, there have been efforts by many residents, local elected officials, and other stakeholders to extend the BART alignment to Livermore, including planning, funding and project development efforts.

Regional and State Rail Planning

In 2007, the San Francisco Bay Area Regional Rail Plan developed by the Metropolitan Transportation Commission (MTC) identified the BART to Livermore extension as an important inter-regional rail connection. The Regional Rail Plan envisioned that BART should connect to the ACE train service in Livermore in order to provide a reliable and fast transit option for the growing congestion over the Altamont Pass and along the I-580 corridor. The importance of rail service between the Tri-Valley and San Joaquin Valley was reiterated in the 2018 California State Rail Plan, which calls for a Tri-Valley rail hub and increased rail frequencies and connectivity over the Altamont Corridor.

BART to Livermore Project

By the 1980s, the extension of BART further east in the Tri-Valley was already under serious consideration. In the mid-1980s, BART purchased a potential site for a future station near the Isabel Avenue and Interstate 580 interchange and a site in the vicinity of Greenville Road and Interstate 580 for purposes of preserving land for a potential station and yard/maintenance facility. In 1997, the Dublin/Pleasanton line was opened, with a West Dublin station added in 2011.

Numerous local and regional transportation measures have included support for BART to Livermore, starting with the 1986 Alameda County Measure B, which included $170 million for a "Rail extension to Dublin Canyon". The 2000 TEP included funding of $8.7 million for "I-580 Corridor/BART to Livermore Studies". Measure BB included $400 million in the 2014 TEP for "BART to Livermore". The project also received Regional Measure 1 bridge toll funding to advance planning and environmental work. In June 2018, Bay Area voters approved Regional Measure 3, which includes $100 million for "Tri-Valley Transit Access Improvements."

In 2010, after two years of analysis, BART completed a Program Environmental Impact Report (EIR) that evaluated the feasibility of five potential station sites and 10 different alignments for the BART to Livermore extension. In 2012, the BART Board of Directors directed its staff to advance the conceptual engineering and environmental review of a one-station extension to Isabel Avenue (Proposed Project), as well as to coordinate with the City of Livermore on the land use planning around the future station site.

In 2014, Alameda County voters approved Measure BB to fund the 2014 TEP, which includes $400 million in dedicated funding for the BART to Livermore extension. Measure BB commits funds to support construction of the extension of BART in the I-580 corridor using the most effective and efficient technology.

On July 31, 2017, BART released the Draft Project EIR evaluating the Proposed Project and alternatives. In May 2018, BART released the Final Project EIR. The BART Board certified the Final Project EIR on May 24, 2018 and directed staff to not advance a specific project.

As major transportation project planning and analysis was underway, cities also advanced land use planning around future rail service. The City of Livermore prepared the Isabel Neighborhood Plan and program-level EIR for development around a new station. The Livermore City Council adopted the Isabel Neighborhood Plan and certified the EIR for the Plan in May 2018.

ACEforward Program

The San Joaquin Regional Rail Commission (SJRRC) ACEforward program outlined a vision for a phased rail infrastructure and service improvement plan to increase frequency, increase service reliability, and enhance passenger facilities along the existing ACE service corridor from San Jose to Stockton, and to extend ACE service to Modesto and Merced. The (SJRRC) released a Draft EIR in May of 2017 that was later rescinded; however, the technical

documents developed by the SJRRC for the ACEforward Draft EIR were made available to the TVSJVRRA for advancement of the Valley Link Project Feasibility Report and Draft EIR.

Creation of TVSJVRRA

In 2017 Assemblymembers Catharine Baker and Susan Eggman authored AB 758, which created the TVSJVRRA. The TVSJVRRA is led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal established for the TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system that reflects regional consensus and meet the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with a feasibility report.

AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance the project per AB 758. The TVSJVRRA adopted several goals and policies to guide the development of the project.

A key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

TVSJVRRA Adopted Project Goals:

The following goals were adopted by the TVSJVRRA to address identified regional and economic and transportation challenges:

- Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs.
- Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction, and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link Project Development Policies

The TVSJVRRA adopted several policies to guide the development framework of the project, including the following sustainability and transit-oriented development policies:

- Sustainability Policy: Identifies implementing strategies to achieve a zero emissions system. The adopted Sustainability Policy includes a commitment to encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households. It further directs maximizing benefits to these communities and households in the project planning and design of Valley Link. Four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities.
- Transit Oriented Development (TOD) Policy: Support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:
    - Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
    - Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently submitted by the City of Livermore to MTC/ABAG as a new PDA.

Valley Link Project Description

Valley Link is a proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail services between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

Attachment D includes a summary fact sheet and diagram of the proposed project.

The project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021 respectively.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (per a 2014 TEP amendment), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

Other Agency Actions

Given the project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, the San Joaquin Council of Governments (SJCOG), SJRRC, BART, Alameda CTC and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project:

- MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Resolution Number 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.
- SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.
- BART: BART has committed staff to directly lead the early development of the project due to its expertise in developing and delivering similar projects, such as the e-BART extension to Antioch.
- Alameda CTC, the SJRRC and Caltrans have provided technical reviews of preliminary design plans and documents. In addition, the TVSJRRA is in discussion with the City of Tracy regarding donation of a key 200-acre parcel under City of Tracy ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $20 million and is currently being appraised.

Project Considerations

The project construction will have significant impacts on the I-580 Express Lanes, with major impacts anticipated during construction. The TVSJVRRA staff have been working with Alameda CTC, as well as Caltrans, to identify design and construction considerations. Alameda CTC staff have held several workshops with the project design team to evaluate the preliminary design plans and will continue to be engaged through the ESC and technical groups to provide policy and technical feedback during design development to ensure minimal impacts to the I-580 Express Lanes. Alameda CTC will continue to work closely with the TVSJVRRA as the project design advances, and will also conduct financial analysis to understand potential impacts to toll revenues during construction to ensure revenue losses are addressed.

Proposed Amendments

The amendment that has been requested to be made to the 2014 TEP includes two elements as follows:

- Amend to include the new entity of the TVSJVRRA
- Amend to include the Valley Link Project for $400 million

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP):

BART Extension and System improvements ($710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as provide local funding for a proposed BART extension in the eastern part of the county.

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP. The proposed changes include moving the project from page 18 from the BART section of the TEP to page 20 under the section

"Major Transit Corridor and Commuter Rail Improvements", remove references to BART as the agency leading the rail extension, change references from the BART to Livermore project to Valley Link on pages 2, 3, 14, 18, 19 (map) and add Valley Link to the map on page 21 (see Attachment C).

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements as shown on Attachment C.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Implementing Guidelines Related to this TEP Amendment

Once the 2014 TEP amendments are complete, all the implementing guidelines will be applicable to the project and project sponsor similar to all other TEP projects. Specifically, for this TEP amendment, the following guidelines describe requirements for the amendment as well as the new project sponsor.

4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

8. Strict Project Deadlines: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

Note: any new amendment that adds a project must comply with this provision and the start date of the seven years will be from the date of the adopted amendment.

11. Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring

requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.

14. No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.

18. New Agencies: New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Planning, Policy and Legislation Committee (PPLC)

At the May PPLC meeting, Alameda CTC staff provided the Committee an overview of the amendment process and schedule, and Michael Tree, Executive Director of the TVSJVRRA gave an overview of the project. Discussion focused on questions related to the timing of the need for the amendment and clarification on the action the Commission would be voting on in May. A number of comment letters were received and summarized verbally for the Committee by the Clerk and emailed to the Committee members as received. The set of public comment letters received for the PPLC meeting is included here as Attachment E. Comment letters sent by Commissioners in their capacity as local government officials are not included but may be expressed verbally by Commissioner at the full Commission meeting. PPLC voted unanimously to advance the item to the full Commission.

Next Steps

Upon Commission approval to initiate the TEP amendment process, a 45-day comment period for jurisdictions in Alameda County will commence. Staff will return to the Commission to report on the comments received and to recommend final action by the Commission later this year.

Fiscal Impact: There is no fiscal impact for this item associated with the requested action.

Attachments:

A. Letter from TVSJVRRA Requesting TEP Amendment
B. Draft Resolution for 2014 TEP Amendment
C. Proposed 2014 Measure BB Expenditure Plan Redline Markups and Technical Amendments
D. Valley Link Project Fact Sheet
E. Comment letters received

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Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

8.1A

BOARD OF DIRECTORS

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Boardmember Bob Woerner
LAVTA Boardmember

Boardmember Leo Zuber
Vice Chair, ACE

Michael Tree
Executive Director

May 4, 2020

Mayor Pauline Cutter, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, Ca 94607

Dear Chair Cutter,

This letter is intended to supersede the information in the letter written to Chair Valle on September 11, 2019 (attached) as it relates to the language to be amended in the 2014 Transportation Expenditure Plan currently found on page 18. Please use the following language for the amendment:

Valley Link Rail in Alameda County ($400 M)
This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Thank you,

Alameda County Supervisor Scott Haggerty, Chair

cc: Ms. Tess Lengyel, Executive Director, Alameda CTC

Valley Link
Connecting People, Housing, and Jobs

1362 Rutan Court, Suite 100 | Livermore, CA 94551 | (925) 455-7564 | valleylinkrail.com

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REGIONAL RAIL AUTHORITY

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LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

September 11, 2019

Supervisor Richard Valle, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Valle,

In May of 2018 the BART Board decided not to extend conventional BART to Livermore in favor of deferring the development of a rail extension project to the newly established Tri-Valley – San Joaquin Valley Regional Rail Authority ("Authority").

In the statute that created the Authority, AB 758 (Eggman/Baker), the Legislature addressed the transfer of local funds to the Authority for the Valley Link project in Section 132658:

> "the unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority's purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 1800000)."

Over the past 18 months, the Authority has been actively engaged in the planning of Valley Link, a passenger rail project that connects with the Dublin/Pleasanton BART station and travels eastward to Livermore and beyond to communities in the Northern San Joaquin Valley. A key element of the Valley Link Funding Plan for the Dublin/Pleasanton connection with BART and rail construction to Livermore is the $400 million in Measure BB that is currently listed in the Alameda County 2014 Transportation Expenditure Plan ("Plan") for the BART to Livermore project. Per the requirements of the Plan, The Tri-Valley – San Joaquin Valley Regional Rail Authority requests the following amendments:

1. The Tri-Valley – San Joaquin Valley Regional Rail Authority, established by AB 758,be included as an eligible recipient of funds.
2. That the following, specific language be amended:

   Move and amend the following language from Page 18 of the Plan to Page 20:

Valley Link
Connecting People, Housing, and Jobs
1362 Rutan Court, Suite 100 | Livermore, CA 94551 | (925) 455-7564 | valleylink.com

Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

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~~**BART to Livermore**~~ **Valley Link to Livermore ($400 M)**
The project funds Valley Link ~~the first phase of a BART to extension~~ within the I-580 Corridor freeway alignment from the Dublin/Pleasanton BART station to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of or any element of this ~~first phase~~ project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

In accordance with the Alameda County 2014 Transportation Expenditure Plan Implementing Guidelines, the Tri-Valley – San Joaquin Valley Regional Rail Authority understands and can fully comply with the requirements of recipients of Measure BB funds, including, but not limited to, annual audits and compliance reporting, the establishment of separate accounting funds for Measure BB funds, independent Watchdog reviews, performance measures, environmental clearance timelines, timely use of funds, contracting requirements, public reviews and approvals.

Thank you for your consideration,

Alameda County Supervisor Scott Haggerty, Chair

cc: Mr. Art Dao, Executive Director, Alameda CTC

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ALAMEDA County Transportation Commission

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

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Draft
ALAMEDA COUNTY TRANSPORTATION COMMISSION
Resolution No. 20-007

Resolution of the Alameda County Transportation Commission Amending the 2014 Transportation Expenditure Plan to Delete the BART to Livermore Project and add the Valley Link Project

WHEREAS, by action of the governing body ("Commission") of Alameda County Transportation Commission ("Alameda CTC") at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan ("2014 TEP"), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated $400 million to a project identified as "BART to Livermore," constituting the first phase of a San Francisco Bay Area Rapid Transit District ("BART") extension within the I-580 Corridor to serve residents and businesses in that Corridor.

WHEREAS, on May 24, 2018, the BART Board certified the Final Environmental Impact Report for the BART to Livermore project, but declined to approve the project as proposed nor any alternative for the project.

WHEREAS, Assembly Bill (AB) 758, as adopted by the State legislature and signed by the Governor, created the Tri Valley San Joaquin Valley Regional Rail Authority ("TVSJVRRA"), an entity led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal of TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley, to address regional economic and transportation challenges.

WHEREAS, AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance a rail extension in the Corridor, now identified as "Valley Link."

WHEREAS, a key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

WHEREAS, the Valley Link project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (subject to approval of this amendment to the 2014 TEP by the Commission), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

WHEREAS, given that the Valley Link project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (SJRRC), BART, Alameda CTC, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project, as outlined below:

MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.

WHEREAS, the 2014 TEP and Public Utilities Code Section 180207 together provide that the 2014 Plan may be modified if an amendment is approved by a two-thirds vote of the Commission.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended to delete the BART to Livermore Project and all references to that Project;

BE IT FURTHER RESOLVED that the Tri Valley San Joaquin Valley Regional Rail Authority be recognized as an eligible agency for recipient of funds in the 2014 TEP;

BE IT FURTHER RESOLVED that the Valley Link Rail Project in Alameda County with an allocation of $400 Million is placed in the 2014 TEP, described as follows:

This project funds the first phase of a Valley Link rail project from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BE IT FURTHER RESOLVED that the 2014 TEP be amended to include the following specific description of the Valley Link Project:

A proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail. The project is generally shown on the diagram below:

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 28, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

_____ _____

Pauline Russo Cutter, Vanessa Lee,

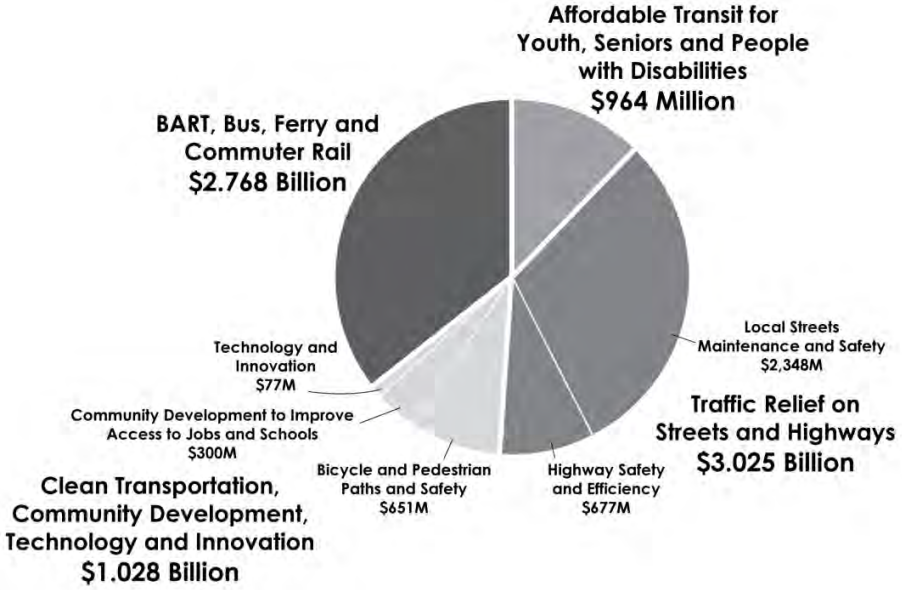
Chair, Alameda CTC Clerk of the Commission

INTRODUCTION

Summary of Investments	FUNDS ALLOCATION* ($ x million)
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	**$1,587**
BART Expansion and Maintenance	$349 ~~$749~~
Bus Operations, Maintenance and Rapid Bus Projects	$1,548
Commuter Rail Improvements	$832 ~~$432~~
Ferry Services in Alameda County	$39
Affordable Transit for Youth, Seniors and People with Disabilities	**$964**
Affordable Youth Transit to School and Transit Innovation	$190
Affordable Transit for Seniors and People with Disabilities	$774
Traffic Relief on Streets and Highways	**$3,025**
City and County Streets*	$2,348
Highway Safety and Efficiency	$677
Clean Transportation, Community Development, Technology and Innovation	**$1,028**
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	$651
Community Development Projects to Improve Access to Jobs and Schools	$300
Technology and Innovation	$77
TOTAL INVESTMENTS (YEAR 2015 TO 2045)**	**$7,785**

Notes:
*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.
**Estimated funds from 2015 to 2045 are anticipated to be almost $8 billion.

$7,785 in Total Investments Year 2015 to 2045



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount ($ x millions)	% of Total Funds
 **BART, Bus, Senior, and Youth Transit (48%)**	Transit: Operations, Maintenance, and Safety Program	AC Transit	$1,455.15	18.8%
		Altamont Commuter Express	$77.40	1.0%
		BART Maintenance	$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	$38.70	0.5%
		Livermore Amador Valley Transit Authority	$38.70	0.5%
		Union City Transit	$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	$15.00	0.19%
		Subtotal	**$1,857.63**	**24%**
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	$232.20	3.0%
		East Bay Paratransit - AC Transit	$348.31	4.5%
		East Bay Paratransit - BART	$116.10	1.5%
		Coordination and Service Grants	$77.40	1.0%
		Subtotal	**$774.01**	**10%**
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	$10.0	**14%**
		Alameda to Fruitvale BART Rapid Bus	$9.0	
		Grand/MacArthur BRT	$6.0	
		College/Broadway Corridor Transit Priority	$10.0	
		Subtotal	**$35.0**	
	BART System Modernization and Expansion	Irvington BART Station	$120.0	
		Bay Fair Connector/BART METRO	$100.0	
		BART Station Modernization and Capacity Program	$90.0	
		~~BART to Livermore~~	~~$400.0~~	
		Subtotal	**$~~710.0~~310.0**	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	$120.0	
		Union City Intermodal Station	$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	$110.0	
		Oakland Broadway Corridor Transit	$10.0	
		Capitol Corridor Service Expansion	$40.0	
		Valley Link	$400.0	
		Subtotal	**$~~355.0~~755.0**	
	TOTAL		**$3,731.64**	**48%**

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.
BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.
All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

ACTC_AR2052

BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments. Funds for operations and maintenance will be provided to transit operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing ~~BART~~ rail system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, $1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

Transit Operations and Maintenance Program (21.55% of net revenue, estimated at $1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) $Millions
AC Transit	18.8%	$1,455
ACE	1.0%	$77
BART Maintenance	0.5%	$39
WETA (ferries)	0.5%	$39
LAVTA (WHEELS)	0.5%	$39
Union City Transit	0.25%	$19
Total Transit Operations	**21.55%**	**$1,668**

Affordable Youth Transit Pass Program ($15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at $175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

ACTC_AR2053

BART STATION ~~EXTENSION~~ AND SYSTEM IMPROVEMENTS ($37~~7~~10 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system~~, as well as provide local funding for a proposed BART extension in the eastern part of the county.~~

~~BART to Livermore ($400 M)~~

~~This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.~~

BART Station Upgrades and System Improvements ($310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.



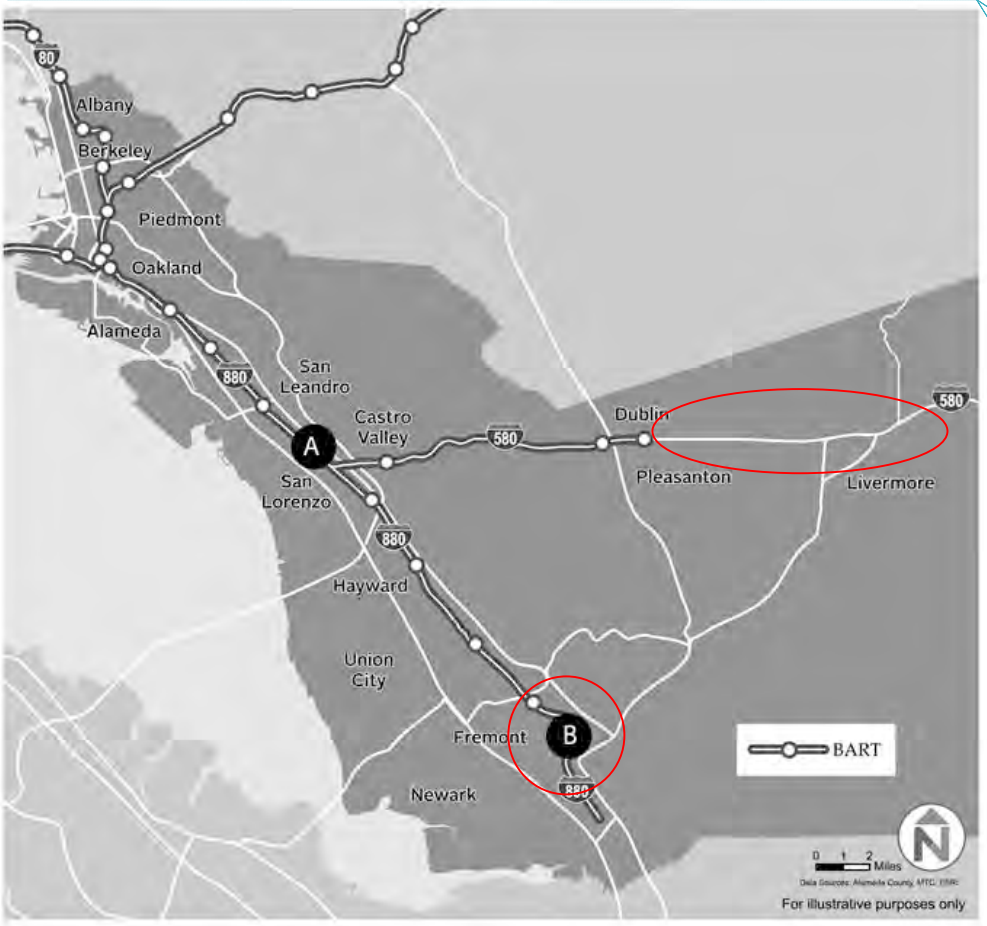
- **The Bay Fair Connector/BART METRO project will receive $100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive $90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.

- **The Irvington BART Station will receive $120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

ACTC_AR2054

BART INVESTMENTS



A Bay Fair Connector / BART METRO

B Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities

Commented [ACTC1]: Bottom circle: The new "B" is Irvington BART Station, and below that removal of "C"

Commented [ACTC2]: Top circle: Removal of the original "B – BART Extension to Livermore (within the I-580 corridor)"

Commented [ACTC3]: Middle circle: Change the original "C – Irvington BART Station" to a new "B"

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS ($~~355~~ 755 M)

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Corridor Area Transportation Improvements ($120 M)

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

Union City Intermodal Station ($75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.



Capitol Corridor Service Expansion ($40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

Railroad Corridor Right of Way Preservation and Track Improvements ($110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

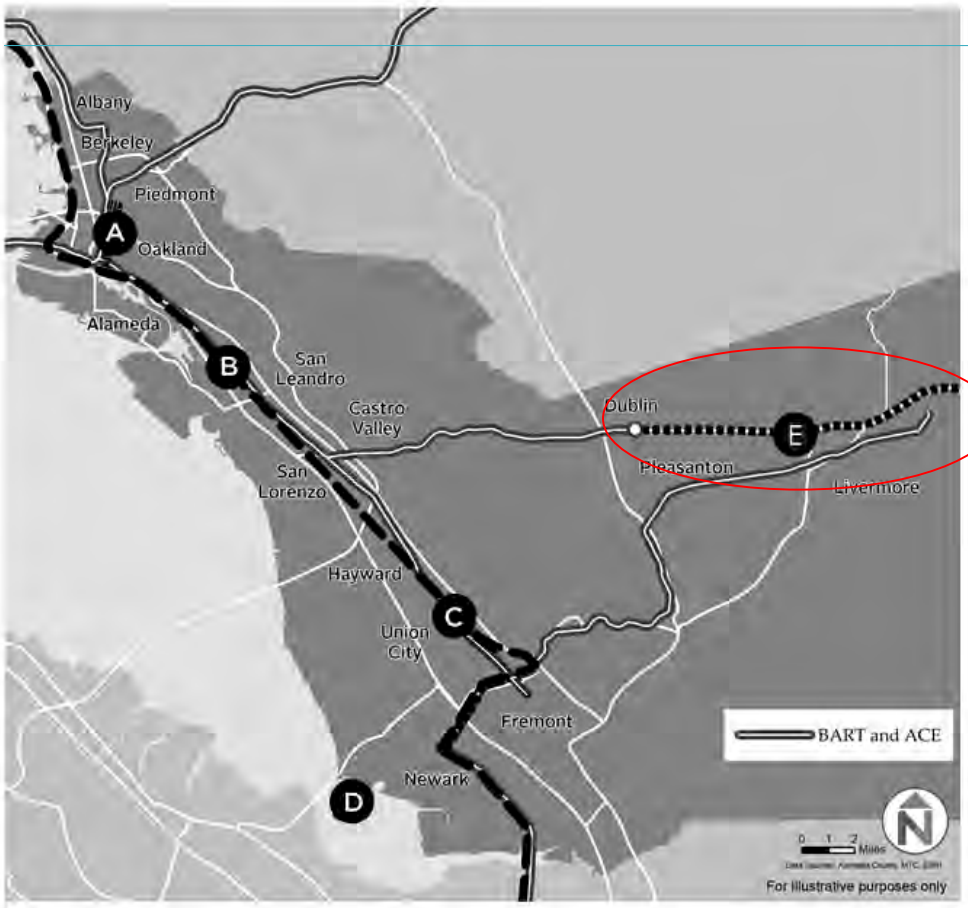
Oakland Broadway Corridor Transit ($10 M)

This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

Valley Link Rail in Alameda County ($400 M)

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



A Broadway Corridor Transit

B Capitol Corridor Service Expansion

C Union City Intermodal Station

D Dumbarton Corridor Area Transportation Improvements

E Valley Link Rail

Not Shown:
- Railroad Corridor Right of Way Preservation and Track Improvements

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Valley Link

Connecting People, Housing, and Jobs

Fact Sheet

Project Overview

Connecting San Joaquin Valley to the Bay Area. Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

A Seamless Connection to BART. The first phase of service will provide a seamless and timed connection to BART, with service from North Lathrop to the Dublin/ Pleasanton BART station.

Frequent and Reliable Service. Trains will run throughout the day in both directions with the goal of matching BART frequency and hours of operation.

Initial Service Characteristics

	PEAK	OFF-PEAK
Between Dublin/ Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)



As of APRIL 2020

Tri-Valley • San Joaquin Valley REGIONAL RAIL AUTHORITY



By the Numbers

- **9,3500 Bay Area workers** - commuting from San Joaquin Valley today
- **42 Miles** - using existing transportation corridors
- **7 Stations** – Dublin/Pleasanton, Isabel, Mountain House, Tracy, River Islands, North Lathrop
- **78 Minutes** - current average commute each way
- **28 days** – total commute time per year for average commuter
- **75% increase** - commute traffic on I-580 by 2040
- **58% increase** – truck traffic on I-580 by 2040
- **25 daily round-trips** - by Valley Link trains each day in 2040
- **28,000 riders** – estimated in 2040 for Valley Link per day
- **99.4 Million** – reduction in Vehicle Miles Traveled (VMT) per year in 2040
- **33,000 metric tons** – reduction in greenhouse gas emissions (GHG) per year
- **0 Emissions** – battery-electric and hydrogen vehicle technologies under development
- **$2.4 Billion** - cost of Valley Link Phase 1 from Dublin/ Pleasanton BART to North Lathrop, in year of expenditure
- **$628 million** - identified as available for the project:
  - **$400 million** - Measure BB funds
  - **$188 million** - Bridge Toll funds
  - **$40 million - impact fees from the City of Livermore**
- **2027 – target date for Valley Link revenue service**

Project Benefits

Valley Link aims to be a model of sustainability in the design, construction and operation of the system. It is vital to our state's economy, environment and the quality of life in our communities:

- Serves communities and households in the Northern San Joaquin Valley with some of our state's highest poverty rates;
- Promotes equity by maximizing benefits to disadvantaged communities
- Links the Northern California Megaregion's workforce to affordable housing;
- Readily connects our state's future high-speed rail system to BART;
- Provides direct and seamless service to major employment centers in all parts of the Bay Area;
- Provides opportunities for compact transit-oriented development; and
- Will have a significant impact on the reduction of VMT and greenhouse gas emissions.
- Operates on renewable energy

Sources:
Bay Area Economic Institute Valley Link Project Feasibility Report (October 2019)
San Joaquin County Council of Governments

For more information about Valley Link, visit **www.valleylinkrail.com**

Building and Construction Trades Council of Alameda County, AFL-CIO

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Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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Bay Area Transportation Working Group (BATWG)

May 11, 2020

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation Committee

Alameda County Transportation Commission (ACTC)

1111 Broadway, Suite 800 Oakland, CA 94607

Dear Commissioner Ortez:

It has come to our attention that the ACTC is thinking of reallocating the Measure BB funds set aside for the Livermore BART connection to "Valley Link". We urge you to desist.

For one thing such an action would make a mockery of what the Alameda County voters voted for in 2016. For another it would deny the people of Livermore the one good way of getting from their city to the East Dublin BART Station.

At the time the BART Board was considering whether or not to put the Measure BB $400 million toward a proposed $3.2 billion BART extension to Greenville Road, BATWG conducted an extensive investigation of the bus alternative. It was our conclusion that in terms of improving the access of the people of Livermore to BART, well-appointed buses (patterned after the privately-operated hi-tech buses) operating in bus-only lanes would be a far cheaper and better option. At the time we envisioned three separate lines originating in separate parts of Livermore all traveling out-of-traffic, at least during commute hours, to the Station.

Sincerely,

Gerald Cauthen
Co-Founder and President,
Bay Area Transportation Working Group
510 208 5441
www.batwgblog.com

Bay Area Transportation Working Group
3001 Ashbrook Court
Oakland CA 94601
www.batwgblog.com

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From:	Angie Ayers
To:	Angie Ayers
Cc:	Tess Lengyel; Vanessa Lee
Subject:	FW: Bike East Bay comments on Valley Link
Date:	Monday, May 11, 2020 12:23:17 PM

Hello Commissioners,

Please see the below public comment for item 5.1.

Regards,
Angie

Angie Ayers, Associate Administrative Analyst
Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607
Phone: 510.208.7450 direct dial | 510.208.7400 main line
Email: aayers@alamedactc.org Website: www.alamedactc.org
Facebook: www.facebook.com/alamedactc Twitter: @alamedactc

From: Vanessa Lee
Sent: Monday, May 11, 2020 12:20 PM
To: Dave(dave@bikeeastbay.org) Campbell <dave@bikeeastbay.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>; Angie Ayers <aayers@alamedactc.org>
Subject: RE: Bike East Bay comments on Valley Link

Received. Thank you.

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Dave Campbell <dave@bikeeastbay.org>
Sent: Monday, May 11, 2020 12:19 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Bike East Bay comments on Valley Link

Commission

We support transit, and possibly this project too, but have questions and concerns around:

1. The lack of public outreach in Livermore to generate support for this project. Measure BB in Livermore did not get a ton of support and BART was controversial. RM3 get even less support in Livermore. We don't want this project to be controversial like the BART project was. The Isabel Neighborhood Plan was controversial too because of BART. Where are the residents of Livermore on this project?;
2. Hour headways off -peak is poor public transit, and is in fact commuter rail. This corridor needs good transit. What can be done to convert this project from commuter rail to good transit?
3. Can we hear more about the financial crisis and how this project is affected? It's concerning to hear a presentation that does not acknowledge the current financial crisis.

Thank you for more clarifying information.

--
Dave Campbell
Advocacy Director
Bike East Bay
****
Office: 466 Water Street at Jack London Square in Oakland
Mail: PO Box 1736, Oakland, CA 94604
Cell: (510) 701-5971
BikeEastBay.org

Learn how COVID-19 is impacting Bike East Bay events and activities.

From:	Vanessa Lee
To:	Angie Ayers
Subject:	FW: Public Comment for item 5.1 at ACTC"s PPLC meeting on Monday 5/11
Date:	Monday, May 11, 2020 11:26:37 AM
Attachments:	hyperlinked_PPLC_Agenda_20200511.pdf

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, May 7, 2020 1:42 PM
To: Vanessa Lee <VLee@alamedactc.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>
Subject: Public Comment for item 5.1 at ACTC's PPLC meeting on Monday 5/11

Hi Vanessa-

I hope you are staying healthy and safe. Considering that I cannot attend next Monday's PPLC meeting in person due to the SIP, please make sure my comments are read into the record for Public Comment as part of agenda item 5.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti
(925) 858-5303

Dear Chair Ortiz and Honorable Commissioners:

On behalf of the Innovation Tri-Valley Leadership Group, I respectfully request for the PPLC to support the Staff recommendation to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. Our Committee worked to ensure that the Expenditure Plan included the fulfillment of plans dating back to the 1960's which envisioned a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. This vision was part of the plan approved by the voters of Alameda County. Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it.

Four years later in May of 2018, the BART Board certified the BART to Livermore EIR but transferred the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley to the Tri-Valley - San Joaquin Valley Rail Authority. The Authority has since completed a Feasibility Report for Valley Link, a project proven to be cost effective and efficient, estimated to carry between 26,000 and 28,000 riders a day in the highly congested I-580 corridor.

With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority that will benefit the environment, the economy and the quality of life of residents and

Bay Area workers. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete the project. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision of Measure BB for rail connectivity in the Tri-Valley, and I urge the Committee to approve the item.

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group
925.858.5303
tsbranti@innovationtrivalley.orgwww.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

May 8, 2020

Elsa Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: PPLC Agenda Item 5.1 – Tri-Valley-San Joaquin Valley Regional Rail Authority Request for 2014 Measure BB Transportation Expenditure Plan Amendment – **SUPPORT**

Dear Chair Ortiz:

I am writing on behalf of the Livermore Valley Chamber of Commerce (LVCC), a business membership organization with nearly 500 members from a cross-section of private/public and non-profit industry sectors that employ nearly 20,000 workers. Ensuring that public dollars are wisely spent and that taxpayers receive a good return on their investment, while responsibly planning, funding, and maintaining and operating our transportation system is a key policy priority for LVCC.

LVCC supports the above referenced item, advancing the efforts to close the gap in the I-580 corridor for an urgently needed and long-awaited, effective rail connection between Livermore and the Dublin/Pleasanton East BART station. I reiterate the support formerly expressed by LVCC over many years for planning and funding support for such a project. LVCC appreciates the wisdom of the leaders of the Alameda County Transportation Commission in designating significant funding in Measure BB (which was supported by LVCC) to provide for a future rail connection in this corridor. In light of events that have transpired since the approval of BB, your prudent actions necessary to amend the expenditure plan to accommodate the request by the Tri-Valley-San Joaquin Valley Regional Rail Authority is welcomed and appreciated. LVCC recognizes and strongly supports the efforts of the TVSJRRA to effectively deliver a rail connection project in this corridor within the next few years.

We look forward to moving forward with this initiative and this project, and stand ready to support you in this action.

Respectfully,
Dawn P. Argula
Dawn P. Argula
CEO/President

C: Scott Haggerty, First District Supervisor, Alameda County BOS
Tess Lengyel, Executive Director, Alameda County Transportation Commission
Michael Tree, Executive Director, Valley Link
John Marchand, Mayor, City of Livermore

Livermore Valley Chamber of Commerce
2157 First Street Livermore CA 94550
925.447.1606
www.livermorechamber.org

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SIERRA CLUB
SAN FRANCISCO BAY

Serving Alameda, Contra Costa, Marin and San Francisco counties

May 11, 2020

Via email to: vlee@alamedactc.org

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation (PP&L) Committee
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: PP&L Agenda item #5.1 – Approve Tri-Valley- San Joaquin Valley Regional Rail Authority (TVSJVRRA, aka Valley Link) Request for a 2014 Measure BB Transportation Plan Expenditure (TEP) Amendment

Dear Chair Ortiz and Members of the PP&L Committee:

On behalf of our more than 13,500 members in Alameda County, the Sierra Club writes to respectfully express great concern about Item #5.1 on your Agenda for Monday May 11, 2020. We believe that there are far too many issues and questions that should be addressed before the recommended actions move forward.

We recognize that the proposed actions before your Committee are just the beginning of a process to reprogram the sales tax funds that were approved by voters for "BART to Livermore." But as set forth in the staff memo, the proposed actions, and their timing, would establish dangerous precedents for lack of planning and financial responsibility. There is simply no need to rush into the proposed actions, particularly in the context of the current health and financial crises being faced by the State and local communities. Why not first take time for responsible analysis and an opportunity to see if-how-and-when recovery is able to occur, before committing funds that may not materialize for years to come?

Every responsible forecast is anticipating that "the future of work" will be different, post-pandemic, than we have ever been experiencing previously. Why base such a massive investment of public funds on what is already and at best "old data?"

The first Agenda request is that the TVSJVRRA be acknowledged as a new agency in Alameda County that can be an eligible recipient of Measure BB funds. While this

2530 San Pablo Ave., Suite I, Berkeley, CA 94702 Tel. (510) 848-0800 Email: info@sfbaysc.org

should be the least controversial element of the requests, nothing in the staff memo identifies the potential magnitude of impacts on other Measure BB transit recipients. There is no operating budget provided in the Committee materials. Can taxpayers and pre-pandemic passengers be assured that this new system will not become a drain on other, voter-approved transit agencies in the County?

The second and third requests would remove "BART to Livermore" from the TEP and substitute Valley Link with no consideration of possible alternatives – why? The project list for Measure BB was the result of years of input and deliberation by Community and Technical Working Groups. Why not have a full and fair competition for alternative uses of these funds, throughout the full list of "BART, Bus, Senior, and Youth Transit" options identified as the relevant "Type" on page 3 of the TEP (page 24 of the Committee packet), especially with the enormous uncertainties facing projections for both traffic and funding revenues?

Implementing Guideline 22 of the Measure BB TEP is surprisingly omitted from the staff memo, but supports this broadened approach, stating:

> **22. Fund Allocations**: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

Even the language from AB 758 (Eggman/Baker, PUC section 132658) that is quoted in the "superseded" request dated September 11, 2019, recognized that there was no entitlement to the "local funds controlled by the Alameda County Transportation Commission."

It should also be noted that the proposed description and conditions regarding Valley Link delete and/or change significant descriptive and cautionary language (which was carefully negotiated and voter-approved) before funds may actually be "used." The text below sets forth full "before and after" language in a single view for the information of Commissioners and the public:

> ~~BART to Livermore ($400 M)~~
> Valley Link rail in Alameda County ($400 M)
>
> This project funds the first phase of a ~~BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ Valley Link rail extension from the existing Dublin/ Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.

> Funds are for construction for any element of this first phase project and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an ~~detailed~~ alternative assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Why are voter and environmental protections proposed to be removed for this new project? Do Commissioners really think this is wise and appropriate? Why not, at a minimum, wait until the requisite Environmental Review is both released in draft form and then completed? – This critical document is already a year behind the previous schedule.

Where is the San Joaquin County commitment to support their own residents who are likely to be the primary beneficiaries of this project? The proposed resolution merely states that:

> SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from ***future*** measures and state funds. **(emphasis added)**

Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and operations for this multi-county project. “Leveraging” of other funds should, at a minimum, be based on full and fair participation from designated “partners.”

Several places in the proposed “amendments” describe Valley link as “Commuter Rail," despite the fact that it is proposed to operate throughout the day. Subsection 49 CFR 37.3 in relevant part defines “commuter rail” as

> *Commuter rail transportation* means short-haul rail passenger service operating in metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fare, multiple ride, and commutation tickets and by morning and evening peak period operations. This term does not include light or rapid rail transportation.

Is this an attempt to obviate or avoid an obligation for ADA complementary paratransit service for passengers, or attempted passengers, who may have difficulty using the train service?

We must also ask if ACTC or Valley Link have informed MTC and ABAG that the proposed project will facilitate inter-regional commuting, contrary to the intent of SB 375 and the Bay Area's Sustainable Communities Strategy.

This message sets forth only some of the most obvious concerns about the proposed Measure BB actions. There are certain to be more, but disclosure by ACTC and Valley Link should not be delayed until the end of the requisite "public comment" period. The Sierra Club respectfully requests, and urges at a minimum, that the questions and issues noted above be addressed before any Commission action to consider Valley Link's requests. To do any less would call into question Commissioners' significant public service obligations to Alameda County voters, taxpayers, and residents. We look forward to working with you and ACTC staff to consider a full range of responsible uses of Measure BB funds. If you have any questions, or desire further information, please do not hesitate to contact Matt Williams at mwillia@mac.com.

Sincerely,

ss/
Matt Williams
Chair, Chapter Transportation and Compact Growth Committee

ss/
Dick Schneider
Chair, Chapter Tri–Valley Group Executive Committee

ss/
Eric Parfrey
Volunteer Leader, Mother Lode Chapter

Cc: Sierra Club California Director Phillips
San Francisco Bay Chapter Executive Committee Chair Bolotina
San Francisco Bay Chapter Director Berbeco

Memorandum 8.1F: Handout

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

DATE:	May 28, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy Vanessa Lee, Clerk of the Commission
SUBJECT:	Additional Public Comment Submissions regarding the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP)

Please find all written public comments received for the May 28, 2020 Commission meeting Item 8.1: Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan that were submitted after the Commission packet was distributed and were received by the 5 p.m. deadline notice on the agenda. These comments are in addition to those already distributed at Attachment E to item 8.1 in the Commission meeting materials. (*listed in alphabetical order):*

- Alameda County Taxpayers Association
- BART (1)
- BART (2)
- Bay Area Council
- Bay Area Transportation Working Group
- Building & Construction Trade Council of Alameda County
- Chabot-Las Positas Community College
- City of Dublin
- City of Livermore
- City of Pleasanton
- Innovation Tri-Valley Leadership Group
- Laborers' Local 304
- Livermore Amador Valley Transit Authority
- Pleasanton Chamber of Commerce
- Train Riders Association of California

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From: Marcus Crawley
To: Vanessa Lee
Subject: Tri Valley $400 million
Date: Saturday, May 23, 2020 7:59:43 AM

Pauline Cutter, Chair, and ACTC Commissioners May 22, 2020
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)

Dear Chair Cutter:

The Alameda County Taxpayers Association (ACTA), a 501(c)(4) organization, represents the taxpayers of this County in advocating legal and productive expenditures of taxpayer funds. As such, ACTA is a statutory appointer of a member of the ACTC Independent Watchdog Committee.

Alameda County Taxpayers Association [ACTA] is troubled by plan to transfer $400 million BART funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority. The Alameda County voters approved the Special Tax of Measure BB and to be dedicated for Alameda County transportation projects such as the BART to Livermore extension. The foremost consideration of ACTC must be the will of the voters. ACTC must narrowly construe the intention of the voters regarding the 'specific purposes' of the Measure BB special sales tax. The voters did not contemplate that the Measure BB taxes would single-handedly fund multi-county projects in the absence of funds contributions from other counties. When the Tri-Valley Authority has produced its share of the project funding, the ACTC can plan how to spend Tri-Valley Authority funds. ACTA will vigorously oppose any plan to divert these funds away from a voter-approved project.

For the present ACTC must demonstrate that it can plan a viable project by solving the BART to Livermore extension. This Committee must demonstrate leadership and build consensus on existing Alameda County projects, not leap ahead to the next glorious project that has not even been planned. As a first step in leadership, the committee should use its power to make the promised annual audits of Measure BB expenditures a reality.

We call on ACTC to table this action until such time as a proper study be made of this project and the logical alternatives, including a long-haul commuter express bus network for both Eastern Alameda County along the I-580 Corridor and over the hills from the Central Valley. We certainly have no objection to working jointly with Central Valley governments and other interest groups on a project of mutual benefit. However, we do not understand why ACTC is proposing that the Alameda County taxpayers be the first to transfer funds approved by the voters to benefit primarily Alameda County residents to a project that would instead primarily benefit residents of other counties – particularly since there is no commitment from those counties, or even an idea of when such a commitment might be made.

The $400 million was originally approved by the voters as part of Measure BB in 2014 for a BART extension to Livermore. The BART Board elected not to pursue this, so we agree it is proper to study other transportation improvements in this corridor – but, we believe that the first priority should be for what the voters intended, benefits for the residents and travelers along the I-580 corridor in the Eastern Tri-Valley area.

We do not object to the study of rail alternatives in this corridor and into the Central Valley, either BART or commuter/inter-city rail. But, in our role as a taxpayer advocate, we believe that it would be improper to advocate for rail unless and until a proper, unbiased study fairly considers other options, including a bus system on dedicated lanes, that could require far less taxpayer dollars and could be completed much faster. If the study shows that Valley Rail is the best option and is fair to the taxpayers and the traveling public, and is feasible, then ACTC should consider this $400 million reallocation at that time.

We do not understand the necessity nor the benefit of making this decision so early in the planning process.

I will be commenting on this matter at the Commission meeting.

Thank you for your consideration of the position of the Alameda County Taxpayers Association on this important matter before the Commission.

Respectfully submitted,

Marcus Crawley -President of

ACTA

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As BART Director (District 5) and representative for my constituents and taxpayers in the Tri-Valley area, I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades. The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

I urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

John McPartland
BART Director, District 5

www.bart.gov

Cc: BART Directors and Board Appointed Officers
Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

Via Email

Mayor Pauline Cutter, Chair
c/o Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 95607
vlee@alamedactc.org

RE: Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request

Chair Cutter:

Thank you for the opportunity to comment on the above referenced item. On behalf of the San Francisco Bay Area Rapid Transit District (BART), I would like to express support for beginning a 45-day comment period on the proposed amendment to the 2014 Measure BB funded TEP, as described in the staff memorandum.

In May 2018, the BART Board of Directors certified the Final Project EIR for the BART to Livermore extension, and directed staff not to advance a specific project in the Tri-Valley. Pursuant to AB 758 (Baker), the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) at that point assumed responsibility to advance a rail project in the corridor. Since then, BART staff have been engaged with the TVSJVRRA throughout project feasibility and initial design and environmental assessments of the proposed Valley Link Rail project, and this coordination continues.

Because of this, BART supports the action to begin the public comment period for the amendment to the TEP naming the TVSJVRRA as an eligible recipient of Measure BB funds and specifically naming the Valley Link project in place of BART to Livermore. It is important to hear from Alameda County residents and other stakeholders. The District anticipates submitting a more detailed set of comments during the official 45-day comment period that this action will kick-off.

Please do not hesitate to contact me or my staff with any additional questions.

Sincerely,

Robert M. Powers
General Manager

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BAYAREA COUNCIL
Shape the Future

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Jim Wunderman

Jim Wunderman
President & CEO
Bay Area Council

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

Bay Area Transportation Working Group

May 23, 2020

Pauline Cutter, Chair, and ACTC Commissioners

Alameda County Transportation Commission

1111 Broadway, Suite 800

Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda Item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)"

Dear Chair Cutter:

The Bay Area Transportation Working Group (BATWG) is an Oakland-based 501(c)(3) composed of senior transportation experts and advocates with centuries of collective experience in California, Bay Area, and Alameda County transportation issues and projects.

At BATWG's May 21, 2020 meeting there was a discussion of the proposed diversion of Alameda County Measure BB funds to Valley Rail. After the discussion the vote was unanimous; we believe this action would be inappropriate and unwise.

What Valley Rail needs most right now is a full, proper, and unbiased study of its feasibility – including projected ridership, cost-effectiveness and identified sources of funding, all in comparison with the other transportation options for the corridor and all taking the changes brought on by COVID into full account.

In 2017, when the question how to use this $400 million was before the BART Board, the BART staff recommended a significantly upgraded bus option on grounds that it would better serve the transportation needs of Pleasanton and Livermore than an expensive 10-mile extension of BART to Livermore's Greenville Road would. BATWG strongly supported the staff's recommendation and subsequently submitted a list of proposed bus system enhancements.

The original BART Extension project approved by the Alameda County voters was intended to benefit the people of Alameda County, including the residents of

Pleasanton and Livermore Area and those traveling to those cities from more westerly Alameda County locations. Obviously, this was a project that the Alameda County taxpayers were willing to support because the vast majority of the benefits would accrue to Alameda County residents and taxpayers. Valley Rail, which includes five stations in the Central Valley and only three in Alameda County, is intended to primarily benefit non-Alameda County residents.

There is no reason or justification for diverting $400 million in BB funds to Valley Rail at this time.

The Bay Area Transportation Working Group looks forward to working with the ACTC in working to improve transportation in the I-580 Corridor.

Respectfully submitted,

Gerald Cauthen PE

President and Co-founder

Bay Area Transportation Working Group (BATWG)

510 208 5441

www.batwgblog.com

Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

Andreas Cluver
Secretary-Treasurer

Rob Stoker
President

Rafael Gonzalez
Vice President

Che Timmons
Sergeant in Arms

Auto & Marine Painters, #1176
Boilermakers, #549
Brick & Tile Layers, #3
Carpenters, #713
Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

May 26, 2020

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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CHABOT
LAS POSITAS
COMMUNITY
COLLEGE
DISTRICT

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The CLPCCD and, especially Las Positas College, as evidenced by our MOU with LAVTA, recognize the value of public transportation in meeting sustainability goals and facilitating travel to and from the college. Specifically, the largest benefactor of these two projects will be Las Positas College, and the community we serve which encompasses over 9,200 students and 500 employees. Our research shows that our public transportation usage average is 10,000 individual rides per month and nearly 500 students take the bus each business day. Of our total student population, 20% take classes at both campuses. A rail extension to Livermore would support and facilitate the needs of student populations from both the Tri-Valley and 880/580 corridors. We know there is still a great need for additional public transportation options for all of our students and employees.

CLPCCD provides educational opportunities and support for completing of students' transfer, associate degree, basic skills, career technical education, and retraining goals. We serve, annually, approximately 29,000 students. Our employees and students use public transportation to get to and from their homes to our places of work.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Ronald P. Gerhard
Chancellor

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

CHABOT-LAS POSITAS COMMUNITY COLLEGE DISTRICT BOARD OF TRUSTEES

Edralin J. "Ed" Maduli, President
Genevieve Randolph, Secretary
Hal G. Gin, Ed.D.
Linda Granger
Maria L. Heredia
Tim Sbranti

Ronald P. Gerhard, Chancellor

OFFICE OF THE CHANCELLOR

7600 Dublin Blvd., 3rd Floor
Dublin, CA 94568
Tel: 925-485-5207
Fax: 925-485-5256
www.clpccd.org

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DUBLIN
CALIFORNIA
THE NEW
AMERICAN
BACKYARD

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Linda Smith
E33836CEEC044E0...

Linda Smith
City Manager, City of Dublin

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
925.833.6640
Fire Prevention
925.833.6606
Human Resources
925.833.6605
Parks & Community Services
925.833.6645
Police
925.833.6670
Public Works
925.833.6630

100 Civic Plaza
Dublin, CA 94568
P 925.833.6650
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www.dublin.ca.gov

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Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

LIVERMORE
CALIFORNIA

May 28, 2020

The Honorable Pauline Russo Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Agenda Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. Position of support.

Dear Chair Cutter:

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

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The environmental benefits of Valley Link are significant. Valley Link offers a rail alternative for those commuting by automobile. An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles

Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year.

Valley Link supports construction of badly needed affordable housing. Through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The Isabel Neighborhood Specific Plan, developed around the Valley Link station at Isabel Avenue, includes 4,095 new multifamily housing units with a mandatory 20% minimum affordable requirement with an overall goal for 25% affordable units in the Plan area.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will help ensure that this vital project can move forward to benefit the entire County and that commitments to the Tri-Valley are finally met.

Sincerely,

John Marchand

John Marchand
Mayor

cc: Supervisor Scott Haggerty
Tess Lengyel, ACTC Executive Director

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THE CITY OF
PLEASANTON

May 26, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that all of our Tri-Valley residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

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P. O. Box 520, Pleasanton, CA 94566-0802 **123 Main Street**

City Manager
(925) 931-5002
Fax: 931-5482

City Attorney
(925) 931-5015
Fax: 931-5482

Economic Development
200 Old Bernal Avenue
(925) 931-5038
Fax: 931-5476

City Clerk
(925) 931-5027
Fax: 931-5492

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We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Nelson Fialho
9B5F9FFD0C8544D...

Nelson Fialho
City Manager

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Pleasanton City Council

From:	Tim Sbranti
To:	Vanessa Lee
Subject:	Public Comment for Item 8.1 at ACTC meeting on Thursday 5/28
Date:	Tuesday, May 26, 2020 11:26:55 PM

Hi Vanessa-

I hope you are doing well. Please make sure my comments are read into the record for Public Comment as part of agenda item 8.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti

Dear Chair Russo Cutter and Honorable Commissioners:

On behalf of the business and civic leaders who comprise the Innovation Tri-Valley Leadership Group, please support the Staff recommendation and the unanimous decision from PPLC to amend the Measure BB Transportation Expenditure Plan and replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. As Commissioner Haggerty pointed out at the PPLC meeting, a deliberate decision was made to ensure that priorities of leaders in each of ACTC's 4 planning areas were included in the measure. The priority in 2014 remains the same as it was 50 years as it is today.....establishing a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision approved by the voters of Alameda County for rail connectivity in the Tri-Valley.

Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it. Considering that the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley was transferred in 2018 from BART to the Tri-Valley - San Joaquin Valley Rail Authority, now is the time to transfer the funds as well for rail in the Tri-Valley. In recent months, the Authority has completed a Feasibility Report for Valley Link, a project proven to be cost-effective and efficient, estimated to carry between 26,000 and 28,000 riders a day to relieve gridlock in the highly congested I-580 corridor. With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority and the time to act is now.

Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with state, federal and private funding to complete the much-needed project, and we hope that you will

fulfill the original vision and meet present and future needs of the County by approving the item.

--

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group

www.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

From:	Rafael Gonzalez
To:	Vanessa Lee
Subject:	Valley Link
Date:	Tuesday, May 26, 2020 10:10:41 AM

Good morning. I am writing to you in support of the Valley Link project and the proposed funding of that project. As a representative of thousands of workers who commute from the Central Valley into the Bay Area, and as someone who does that same commute, I can attest to the importance of the Valley Link Rail System. I moved to Tracy, about 20 years ago and I have seen firsthand the increase in commuter traffic. All the experts agree that this will only continue to increase as time goes on. This will result in more time on the road, which increases the carbon footprint of each individual commuter. Valley Link provides a safe alternative from the Central Valley to the Bay Area, reducing the amount of vehicles on the road, which in turn results in lower commute times, carbon emissions, and stress levels!

Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.

The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.

For these reasons and other, I humbly ask that you consider having the Tri-Valley – San Joaquin Valley Regional Rail Authority recognized as an agency eligible for Measure BB funds (agency hadn't been created when Measure BB was approved). We are also seeking to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project. This will put $400 million in Measure BB funds into the control of the Valley Link Board.

I thank you for your consideration.

Rafael Gonzalez
President/ Field Representative
Laborers' Local 304
(510)581-9600 (office)
(510)432-2827 (mobile)

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Livermore Amador Valley
TRANSIT AUTHORITY

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

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An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

David G. Hudson

Cc: Alameda County Transportation Commission members
Tess Lengye!, ACTC Executive Director

1362 Rutan Ct., Ste. 100 | Livermore, CA 94551
O. (925) 455-7555 | F. (925) 443-1375
wheelsbus.com

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PLEASANTON CHAMBER of COMMERCE

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I am writing to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to eventually advance rail connectivity to the San Joaquin Valley. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are finally met.

Sincerely,

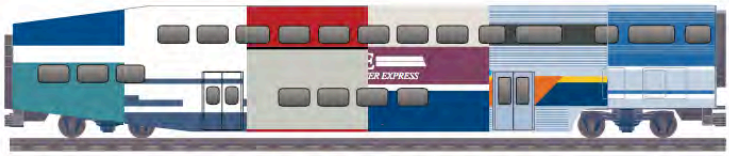
Steve Van Dorn
President & CEO

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

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TRAC
Train Riders Association of California



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Contra Contra County

May 26, 2020
Submitted to:
contact@
alamedactc.org

Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Agenda Item # 8.1, May 28 Meeting
Measure BB Exp. Plan Amendment

Dear Chair Cutter:

The Train Riders Association of California ("TRAC") is a statewide rail advocacy organization that has worked since 1984 to improve passenger rail service in California. TRAC has been involved in passenger rail planning for the Altamont Corridor for at least two decades. We have made presentations to the Valley Link Board and participated in their public meetings.

We write today to urge your Board to defer action on amending the Expenditure Plan for Measure BB until you receive an environmental impact report for Valley Link, which is nearing completion. The Administrative Draft was under review last October, and the Draft EIR is now scheduled for public review in September 2020. TRAC suggests the following reasons for deferral of this agenda item:

1. Without a certified EIR, there is no evidence to support the claim that the proposed Valley Link project will provide meaningful benefits to Alameda County taxpayers. The Commission has a special duty to taxpayers to make an affirmative finding of benefit, under Section 14 of the Expenditure Plan Guidelines:

> **No Expenditures Outside of Alameda County**: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. (emphasis added.)

2. From its inception, this project raised serious questions as to whether BART would be able to handle the additional passengers that Valley Link would transport from the Central Valley. The EIR

should resolve that question. If Valley Link were projected to make overcrowding on BART even worse, that would have serious implications as to whether the project could reasonably be judged as benefitting Alameda County residents.

3. An EIR would determine whether Valley Link would result in the construction of any infrastructure or station that would be inconsistent with the land use-constraining provisions of Alameda County year 2000 Measure D. On a related topic, an EIR will provide information on the Valley Link project's compliance with the County's Gateway Policy.

4. As the largest single capital project in Measure BB, BART to Livermore was the marquee project. Because of that special status, it demands special treatment above and beyond the 2/3 majority required for an amendment. This is not some minor project. Amending the Plan to include this project changes the entire profile of the measure, because the voters never gave their support to the Valley Link project. There is no evidence that the voters of the Tri-Valley, which did not support Measure BB, would support Valley Link.

5. Because Measure BB resulted in financial trade-offs between the Tri-Valley and the North County cities through a reweighting of the basic allocation formula for local streets and roads, the entire Expenditure Plan would need to be reopened to assure fairness for all jurisdictions.

6. Other alternative projects, including several that TRAC has advocated for, would potentially be far more cost-effective in providing the service that Valley Link seeks to offer. In particular, the $1+ billion dollar cost of the I-580 relocation is merely a utility relocation, offering no transportation benefit to taxpayers.

Thank you for considering these comments.

Sincerely yours,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President, TRAC

ALAMEDA County Transportation Commission

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

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City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

May 28, 2020

Mayor Robert McBain
City of Piedmont
120 Vista Avenue
Piedmont, CA 94611

Via Email: rmcbain@piedmont.ca.gov

Re: Alameda County Transportation Commission 2014 Measure BB Transportation Expenditure Plan Amendment Comment Period

Dear Mayor McBain,

In November 2014, voters in Alameda County approved Measure BB, authorizing an extension of the existing transportation sales tax (Measure B), administered by the Alameda County Transportation Commission (Alameda CTC). The 2014 Transportation Expenditure Plan (2014 TEP) guides the investments of Measure BB revenues toward capital projects and programs that improve the countywide transportation system.

On May 28, 2020, the Alameda CTC Commission voted to initiate a comment period for comments by jurisdictions in Alameda County on a proposed amendment to the 2014 TEP to replace the BART to Livermore project with the "Valley Link" project. The 2014 TEP Implementing Guidelines specify that all jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

Proposed Amendment

In September 2019, the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) requested that Alameda CTC amend the 2014 TEP to replace the BART to Livermore project that is in the 2014 TEP with the Valley Link rail project, and transfer the associated $400 million that was identified for BART to Livermore to the Valley Link project. The TVSJVRRA was created in 2017 by the State Legislature (Assembly Bill 758) for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County. In 2017, BART released the Draft Environmental Impact Report for the BART to Livermore project, which had been under consideration for many years. In May 2018, the BART Board voted to certify the Final EIR and also passed a motion directing the BART General Manager to not advance an alternative, effectively

passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The amendment that has been requested to be made to the 2014 TEP includes the following key elements:

1. Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds.

2. Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.

3. Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.

4. Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above.

A detailed description of the proposed amendment and background can be found in the attached Alameda CTC Commission staff report.

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP) that is proposed to be removed:

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies

and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP, as detailed in the attached Alameda CTC Commission staff report.

Comment Period

On May 28, 2020 the Alameda CTC Commission voted to initiate the comment period. The 45-day comment period closes on July 13, 2020. Given the current shelter in place in effect in Alameda County, comments can be submitted electronically to: tepamendment@alamedactc.org, or by mail to the ACTC office.

Email: tepamendment@alamedactc.org, or

Address: 1111 Broadway, 8th Floor
Oakland, CA 94607

After the 45-day comment period, Alameda CTC staff will review and analyze the comments received and present the proposed amendment and comments to the Alameda CTC Planning, Policy and Legislation Committee for consideration and recommendation to the full Commission for action. To modify and amend the TEP, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners.

If you have any questions regarding this item, please contact me at tlengyel@alamedactc.org or 510.208.7402.

Sincerely,



Tess Lengyel
Executive Director

Attachment: May 28, 2020 Alameda CTC Commission Staff Report

cc: Sara Lillevand, City Administrator
City of Piedmont
slillevand@ci.piedmont.ca.us

ACTC_AR2109

ALAMEDA County Transportation Commission

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

Memorandum

8.1

DATE:	May 21, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Recommendation

It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request (Attachment A) for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and 4) make associated technical amendments. Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. This is an action item and requires 2/3 approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Summary

The 2014 Measure BB TEP included $400 million for BART to Livermore. Since that time, a significant number of developments have occurred on the project and in the project area, as detailed in the Project Background section of this memo. The TVSJVRRA was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

In 2017, BART released the Draft Environmental Impact Report for BART to Livermore. In May 2018 the BART Board voted to certify the Final EIR. The Board also passed a motion directing the General Manager to not advance an alternative, effectively passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The TVSJRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the $400 million from the BART to Livermore TEP project to Valley Link. The TEP amendment process, as detailed later in this memo, requires a 45-day comment period by jurisdictions in Alameda County. This recommended action would authorize the initiation of the 45-day comment period. Staff will then return to PPLC and the Commission after the completion of the comment period for final action on the proposed TEP amendment. Once a final amendment is recommended to the Commission after the comment period, a 2/3 vote by the Commission is needed per the TEP Implementing Guidelines.

The proposed amendment includes the following elements, which are documented in Attachments B and C:

1) Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds (Attachment B, Plan Amendment Resolution).
2) Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.
3) Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.
4) Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above (as shown in Attachment C, TEP Redline Markups).

Project Background

A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years, there have been efforts by many residents, local elected officials, and other stakeholders to extend the BART alignment to Livermore, including planning, funding and project development efforts.

Regional and State Rail Planning

In 2007, the San Francisco Bay Area Regional Rail Plan developed by the Metropolitan Transportation Commission (MTC) identified the BART to Livermore extension as an important inter-regional rail connection. The Regional Rail Plan envisioned that BART should connect to the ACE train service in Livermore in order to provide a reliable and fast transit option for the growing congestion over the Altamont Pass and along the I-580 corridor. The importance of rail service between the Tri-Valley and San Joaquin Valley was reiterated in the 2018 California State Rail Plan, which calls for a Tri-Valley rail hub and increased rail frequencies and connectivity over the Altamont Corridor.

BART to Livermore Project

By the 1980s, the extension of BART further east in the Tri-Valley was already under serious consideration. In the mid-1980s, BART purchased a potential site for a future station near the Isabel Avenue and Interstate 580 interchange and a site in the vicinity of Greenville Road and Interstate 580 for purposes of preserving land for a potential station and yard/maintenance facility. In 1997, the Dublin/Pleasanton line was opened, with a West Dublin station added in 2011.

Numerous local and regional transportation measures have included support for BART to Livermore, starting with the 1986 Alameda County Measure B, which included $170 million for a "Rail extension to Dublin Canyon". The 2000 TEP included funding of $8.7 million for "I-580 Corridor/BART to Livermore Studies". Measure BB included $400 million in the 2014 TEP for "BART to Livermore". The project also received Regional Measure 1 bridge toll funding to advance planning and environmental work. In June 2018, Bay Area voters approved Regional Measure 3, which includes $100 million for "Tri-Valley Transit Access Improvements."

In 2010, after two years of analysis, BART completed a Program Environmental Impact Report (EIR) that evaluated the feasibility of five potential station sites and 10 different alignments for the BART to Livermore extension. In 2012, the BART Board of Directors directed its staff to advance the conceptual engineering and environmental review of a one-station extension to Isabel Avenue (Proposed Project), as well as to coordinate with the City of Livermore on the land use planning around the future station site.

In 2014, Alameda County voters approved Measure BB to fund the 2014 TEP, which includes $400 million in dedicated funding for the BART to Livermore extension. Measure BB commits funds to support construction of the extension of BART in the I-580 corridor using the most effective and efficient technology.

On July 31, 2017, BART released the Draft Project EIR evaluating the Proposed Project and alternatives. In May 2018, BART released the Final Project EIR. The BART Board certified the Final Project EIR on May 24, 2018 and directed staff to not advance a specific project.

As major transportation project planning and analysis was underway, cities also advanced land use planning around future rail service. The City of Livermore prepared the Isabel Neighborhood Plan and program-level EIR for development around a new station. The Livermore City Council adopted the Isabel Neighborhood Plan and certified the EIR for the Plan in May 2018.

ACEforward Program

The San Joaquin Regional Rail Commission (SJRRC) ACEforward program outlined a vision for a phased rail infrastructure and service improvement plan to increase frequency, increase service reliability, and enhance passenger facilities along the existing ACE service corridor from San Jose to Stockton, and to extend ACE service to Modesto and Merced. The (SJRRC) released a Draft EIR in May of 2017 that was later rescinded; however, the technical

documents developed by the SJRRC for the ACEforward Draft EIR were made available to the TVSJVRRA for advancement of the Valley Link Project Feasibility Report and Draft EIR.

Creation of TVSJVRRA

In 2017 Assemblymembers Catharine Baker and Susan Eggman authored AB 758, which created the TVSJVRRA. The TVSJVRRA is led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal established for the TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system that reflects regional consensus and meet the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with a feasibility report.

AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance the project per AB 758. The TVSJVRRA adopted several goals and policies to guide the development of the project.

A key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

TVSJVRRA Adopted Project Goals:

The following goals were adopted by the TVSJVRRA to address identified regional and economic and transportation challenges:

- Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs.
- Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction, and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link Project Development Policies

The TVSJVRRA adopted several policies to guide the development framework of the project, including the following sustainability and transit-oriented development policies:

- Sustainability Policy: Identifies implementing strategies to achieve a zero emissions system. The adopted Sustainability Policy includes a commitment to encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households. It further directs maximizing benefits to these communities and households in the project planning and design of Valley Link. Four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities.
- Transit Oriented Development (TOD) Policy: Support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:
    - Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
    - Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently submitted by the City of Livermore to MTC/ABAG as a new PDA.

Valley Link Project Description

Valley Link is a proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail services between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

Attachment D includes a summary fact sheet and diagram of the proposed project.

The project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021 respectively.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (per a 2014 TEP amendment), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

Other Agency Actions

Given the project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, the San Joaquin Council of Governments (SJCOG), SJRRC, BART, Alameda CTC and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project:

- MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Resolution Number 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.
- SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.
- BART: BART has committed staff to directly lead the early development of the project due to its expertise in developing and delivering similar projects, such as the e-BART extension to Antioch.
- Alameda CTC, the SJRRC and Caltrans have provided technical reviews of preliminary design plans and documents. In addition, the TVSJRRA is in discussion with the City of Tracy regarding donation of a key 200-acre parcel under City of Tracy ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $20 million and is currently being appraised.

Project Considerations

The project construction will have significant impacts on the I-580 Express Lanes, with major impacts anticipated during construction. The TVSJVRRA staff have been working with Alameda CTC, as well as Caltrans, to identify design and construction considerations. Alameda CTC staff have held several workshops with the project design team to evaluate the preliminary design plans and will continue to be engaged through the ESC and technical groups to provide policy and technical feedback during design development to ensure minimal impacts to the I-580 Express Lanes. Alameda CTC will continue to work closely with the TVSJVRRA as the project design advances, and will also conduct financial analysis to understand potential impacts to toll revenues during construction to ensure revenue losses are addressed.

Proposed Amendments

The amendment that has been requested to be made to the 2014 TEP includes two elements as follows:

- Amend to include the new entity of the TVSJVRRA
- Amend to include the Valley Link Project for $400 million

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP):

BART Extension and System improvements ($710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as provide local funding for a proposed BART extension in the eastern part of the county.

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP. The proposed changes include moving the project from page 18 from the BART section of the TEP to page 20 under the section

"Major Transit Corridor and Commuter Rail Improvements", remove references to BART as the agency leading the rail extension, change references from the BART to Livermore project to Valley Link on pages 2, 3, 14, 18, 19 (map) and add Valley Link to the map on page 21 (see Attachment C).

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements as shown on Attachment C.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Implementing Guidelines Related to this TEP Amendment

Once the 2014 TEP amendments are complete, all the implementing guidelines will be applicable to the project and project sponsor similar to all other TEP projects. Specifically, for this TEP amendment, the following guidelines describe requirements for the amendment as well as the new project sponsor.

4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

8. Strict Project Deadlines: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

Note: any new amendment that adds a project must comply with this provision and the start date of the seven years will be from the date of the adopted amendment.

11. Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring

requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.

14. No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.

18. New Agencies: New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Planning, Policy and Legislation Committee (PPLC)

At the May PPLC meeting, Alameda CTC staff provided the Committee an overview of the amendment process and schedule, and Michael Tree, Executive Director of the TVSJVRRA gave an overview of the project. Discussion focused on questions related to the timing of the need for the amendment and clarification on the action the Commission would be voting on in May. A number of comment letters were received and summarized verbally for the Committee by the Clerk and emailed to the Committee members as received. The set of public comment letters received for the PPLC meeting is included here as Attachment E. Comment letters sent by Commissioners in their capacity as local government officials are not included but may be expressed verbally by Commissioner at the full Commission meeting. PPLC voted unanimously to advance the item to the full Commission.

Next Steps

Upon Commission approval to initiate the TEP amendment process, a 45-day comment period for jurisdictions in Alameda County will commence. Staff will return to the Commission to report on the comments received and to recommend final action by the Commission later this year.

Fiscal Impact: There is no fiscal impact for this item associated with the requested action.

Attachments:

A. Letter from TVSJVRRA Requesting TEP Amendment
B. Draft Resolution for 2014 TEP Amendment
C. Proposed 2014 Measure BB Expenditure Plan Redline Markups and Technical Amendments
D. Valley Link Project Fact Sheet
E. Comment letters received

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Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

8.1A

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Boardmember Bernice Tingle
President, Mountain House

Boardmember Bob Woerner
LAVTA Boardmember

Boardmember Leo Zuber
Vice Chair, ACE

Michael Tree
Executive Director

May 4, 2020

Mayor Pauline Cutter, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, Ca 94607

Dear Chair Cutter,

This letter is intended to supersede the information in the letter written to Chair Valle on September 11, 2019 (attached) as it relates to the language to be amended in the 2014 Transportation Expenditure Plan currently found on page 18. Please use the following language for the amendment:

Valley Link Rail in Alameda County ($400 M)
This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Thank you,

Alameda County Supervisor Scott Haggerty, Chair

cc: Ms. Tess Lengyel, Executive Director, Alameda CTC

Valley Link
Connecting People, Housing, and Jobs

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Commissioner, ACE

Michael Tree
Executive Director

September 11, 2019

Supervisor Richard Valle, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Valle,

In May of 2018 the BART Board decided not to extend conventional BART to Livermore in favor of deferring the development of a rail extension project to the newly established Tri-Valley – San Joaquin Valley Regional Rail Authority ("Authority").

In the statute that created the Authority, AB 758 (Eggman/Baker), the Legislature addressed the transfer of local funds to the Authority for the Valley Link project in Section 132658:

> "the unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority's purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 1800000)."

Over the past 18 months, the Authority has been actively engaged in the planning of Valley Link, a passenger rail project that connects with the Dublin/Pleasanton BART station and travels eastward to Livermore and beyond to communities in the Northern San Joaquin Valley. A key element of the Valley Link Funding Plan for the Dublin/Pleasanton connection with BART and rail construction to Livermore is the $400 million in Measure BB that is currently listed in the Alameda County 2014 Transportation Expenditure Plan ("Plan") for the BART to Livermore project. Per the requirements of the Plan, The Tri-Valley – San Joaquin Valley Regional Rail Authority requests the following amendments:

1. The Tri-Valley – San Joaquin Valley Regional Rail Authority, established by AB 758,be included as an eligible recipient of funds.
2. That the following, specific language be amended:

   Move and amend the following language from Page 18 of the Plan to Page 20:

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Boardmember Bob Woerner
LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

~~BART to Livermore~~ Valley Link to Livermore ($400 M)
The project funds Valley Link ~~the first phase of a BART to extension~~ within the I-580 Corridor freeway alignment from the Dublin/Pleasanton BART station to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of or any element of this ~~first phase~~ project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

In accordance with the Alameda County 2014 Transportation Expenditure Plan Implementing Guidelines, the Tri-Valley – San Joaquin Valley Regional Rail Authority understands and can fully comply with the requirements of recipients of Measure BB funds, including, but not limited to, annual audits and compliance reporting, the establishment of separate accounting funds for Measure BB funds, independent Watchdog reviews, performance measures, environmental clearance timelines, timely use of funds, contracting requirements, public reviews and approvals.

Thank you for your consideration,

Alameda County Supervisor Scott Haggerty, Chair

cc: Mr. Art Dao, Executive Director, Alameda CTC

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ALAMEDA County Transportation Commission

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

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City of Union City
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Executive Director
Tess Lengyel

Draft

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Resolution No. 20-007

Resolution of the Alameda County Transportation Commission Amending the 2014 Transportation Expenditure Plan to Delete the BART to Livermore Project and add the Valley Link Project

WHEREAS, by action of the governing body ("Commission") of Alameda County Transportation Commission ("Alameda CTC") at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan ("2014 TEP"), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated $400 million to a project identified as "BART to Livermore," constituting the first phase of a San Francisco Bay Area Rapid Transit District ("BART") extension within the I-580 Corridor to serve residents and businesses in that Corridor.

WHEREAS, on May 24, 2018, the BART Board certified the Final Environmental Impact Report for the BART to Livermore project, but declined to approve the project as proposed nor any alternative for the project.

WHEREAS, Assembly Bill (AB) 758, as adopted by the State legislature and signed by the Governor, created the Tri Valley San Joaquin Valley Regional Rail Authority ("TVSJVRRA"), an entity led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal of TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley, to address regional economic and transportation challenges.

WHEREAS, AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance a rail extension in the Corridor, now identified as "Valley Link."

WHEREAS, a key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

WHEREAS, the Valley Link project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (subject to approval of this amendment to the 2014 TEP by the Commission), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

WHEREAS, given that the Valley Link project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (SJRRC), BART, Alameda CTC, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project, as outlined below:

MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.

WHEREAS, the 2014 TEP and Public Utilities Code Section 180207 together provide that the 2014 Plan may be modified if an amendment is approved by a two-thirds vote of the Commission.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended to delete the BART to Livermore Project and all references to that Project;

BE IT FURTHER RESOLVED that the Tri Valley San Joaquin Valley Regional Rail Authority be recognized as an eligible agency for recipient of funds in the 2014 TEP;

BE IT FURTHER RESOLVED that the Valley Link Rail Project in Alameda County with an allocation of $400 Million is placed in the 2014 TEP, described as follows:

This project funds the first phase of a Valley Link rail project from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BE IT FURTHER RESOLVED that the 2014 TEP be amended to include the following specific description of the Valley Link Project:

A proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail. The project is generally shown on the diagram below:

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 28, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

_____ _____

Pauline Russo Cutter, Vanessa Lee,

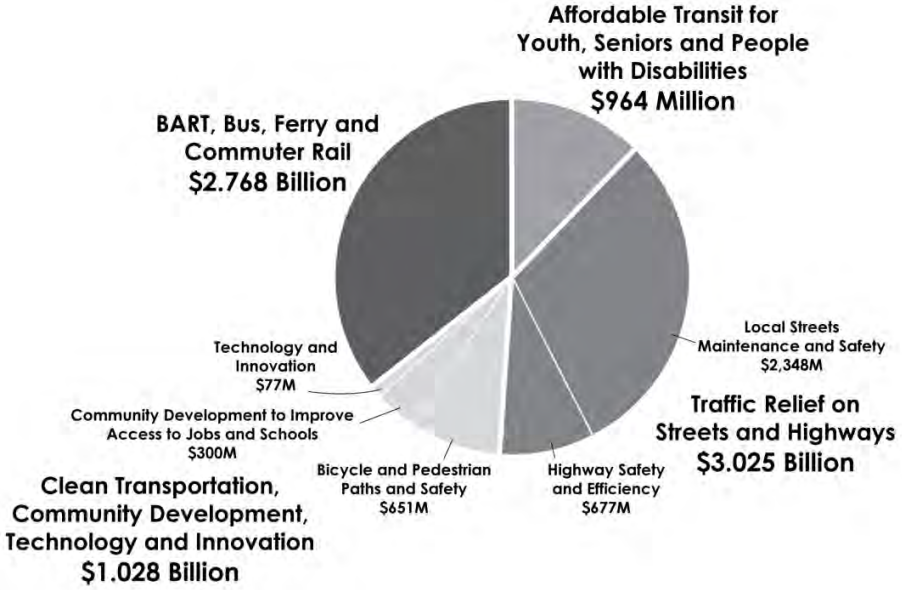
Chair, Alameda CTC Clerk of the Commission

INTRODUCTION

Summary of Investments	FUNDS ALLOCATION* ($ x million)
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	**$1,587**
BART Expansion and Maintenance	$349 ~~$749~~
Bus Operations, Maintenance and Rapid Bus Projects	$1,548
Commuter Rail Improvements	$832 ~~$432~~
Ferry Services in Alameda County	$39
Affordable Transit for Youth, Seniors and People with Disabilities	**$964**
Affordable Youth Transit to School and Transit Innovation	$190
Affordable Transit for Seniors and People with Disabilities	$774
Traffic Relief on Streets and Highways	**$3,025**
City and County Streets*	$2,348
Highway Safety and Efficiency	$677
Clean Transportation, Community Development, Technology and Innovation	**$1,028**
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	$651
Community Development Projects to Improve Access to Jobs and Schools	$300
Technology and Innovation	$77
TOTAL INVESTMENTS (YEAR 2015 TO 2045)**	**$7,785**

Notes:
*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.
**Estimated funds from 2015 to 2045 are anticipated to be almost $8 billion.

$7,785 in Total Investments Year 2015 to 2045



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount ($ x millions)	% of Total Funds
BART, Bus, Senior, and Youth Transit (48%)	Transit: Operations, Maintenance, and Safety Program	AC Transit	$1,455.15	18.8%
		Altamont Commuter Express	$77.40	1.0%
		BART Maintenance	$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	$38.70	0.5%
		Livermore Amador Valley Transit Authority	$38.70	0.5%
		Union City Transit	$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	$15.00	0.19%
		Subtotal	**$1,857.63**	**24%**
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	$232.20	3.0%
		East Bay Paratransit - AC Transit	$348.31	4.5%
		East Bay Paratransit - BART	$116.10	1.5%
		Coordination and Service Grants	$77.40	1.0%
		Subtotal	**$774.01**	**10%**
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	$10.0	**14%**
		Alameda to Fruitvale BART Rapid Bus	$9.0	
		Grand/MacArthur BRT	$6.0	
		College/Broadway Corridor Transit Priority	$10.0	
		Subtotal	**$35.0**	
	BART System Modernization and Expansion	Irvington BART Station	$120.0	
		Bay Fair Connector/BART METRO	$100.0	
		BART Station Modernization and Capacity Program	$90.0	
		~~BART to Livermore~~	~~$400.0~~	
		Subtotal	**$~~710.0~~310.0**	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	$120.0	
		Union City Intermodal Station	$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	$110.0	
		Oakland Broadway Corridor Transit	$10.0	
		Capitol Corridor Service Expansion	$40.0	
		Valley Link	$400.0	
		Subtotal	**$~~355.0~~755.0**	
	TOTAL		**$3,731.64**	**48%**

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.
BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.
All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

ACTC_AR2129

BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments. Funds for operations and maintenance will be provided to transit operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing ~~BART~~ rail system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, $1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

Transit Operations and Maintenance Program (21.55% of net revenue, estimated at $1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) $Millions
AC Transit	18.8%	$1,455
ACE	1.0%	$77
BART Maintenance	0.5%	$39
WETA (ferries)	0.5%	$39
LAVTA (WHEELS)	0.5%	$39
Union City Transit	0.25%	$19
Total Transit Operations	**21.55%**	**$1,668**

Affordable Youth Transit Pass Program ($15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at $175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

ACTC_AR2130

BART STATION ~~EXTENSION~~ AND SYSTEM IMPROVEMENTS ($37~~7~~10 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system~~, as well as provide local funding for a proposed BART extension in the eastern part of the county.~~

~~BART to Livermore ($400 M)~~

~~This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.~~

BART Station Upgrades and System Improvements ($310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.



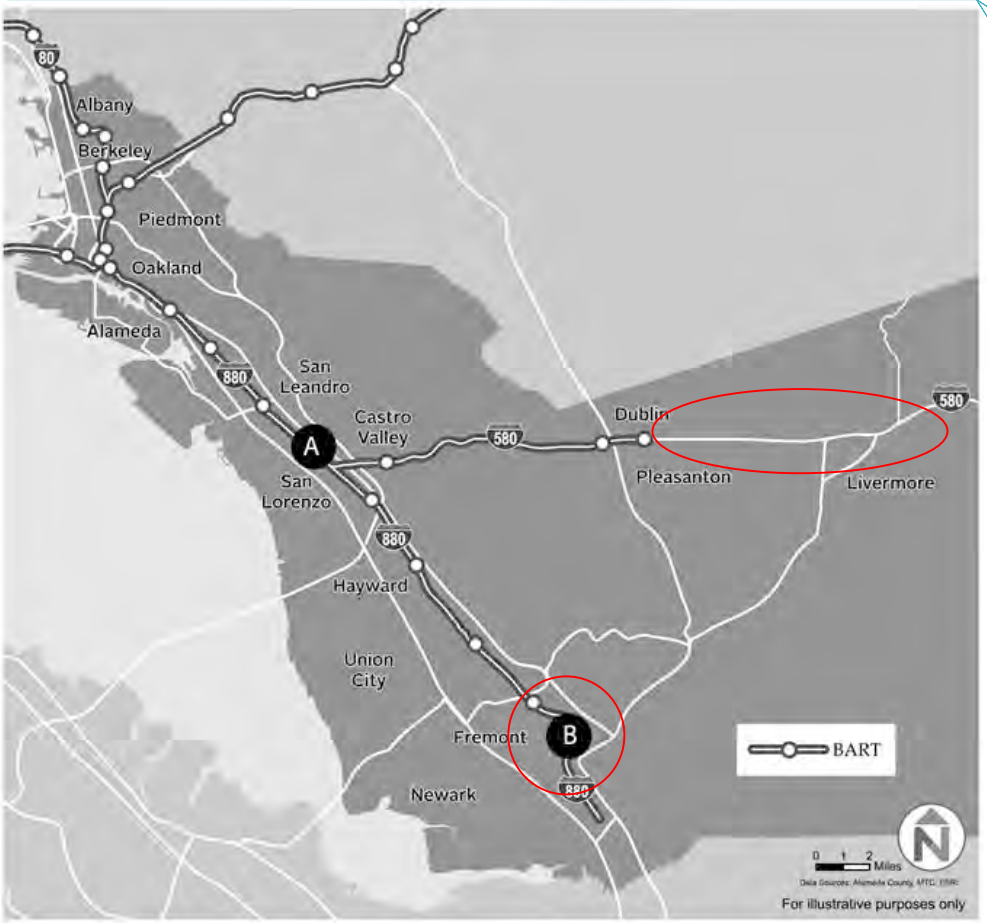
- **The Bay Fair Connector/BART METRO project will receive $100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive $90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.

- **The Irvington BART Station will receive $120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

ACTC_AR2131

BART INVESTMENTS



A Bay Fair Connector / BART METRO

B Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities

Commented [ACTC1]: Bottom circle: The new "B" is Irvington BART Station, and below that removal of "C"

Commented [ACTC2]: Top circle: Removal of the original "B – BART Extension to Livermore (within the I-580 corridor)"

Commented [ACTC3]: Middle circle: Change the original "C – Irvington BART Station" to a new "B"

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS ($~~355~~ 755 M)

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Corridor Area Transportation Improvements ($120 M)

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

Union City Intermodal Station ($75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.



Capitol Corridor Service Expansion ($40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

Railroad Corridor Right of Way Preservation and Track Improvements ($110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

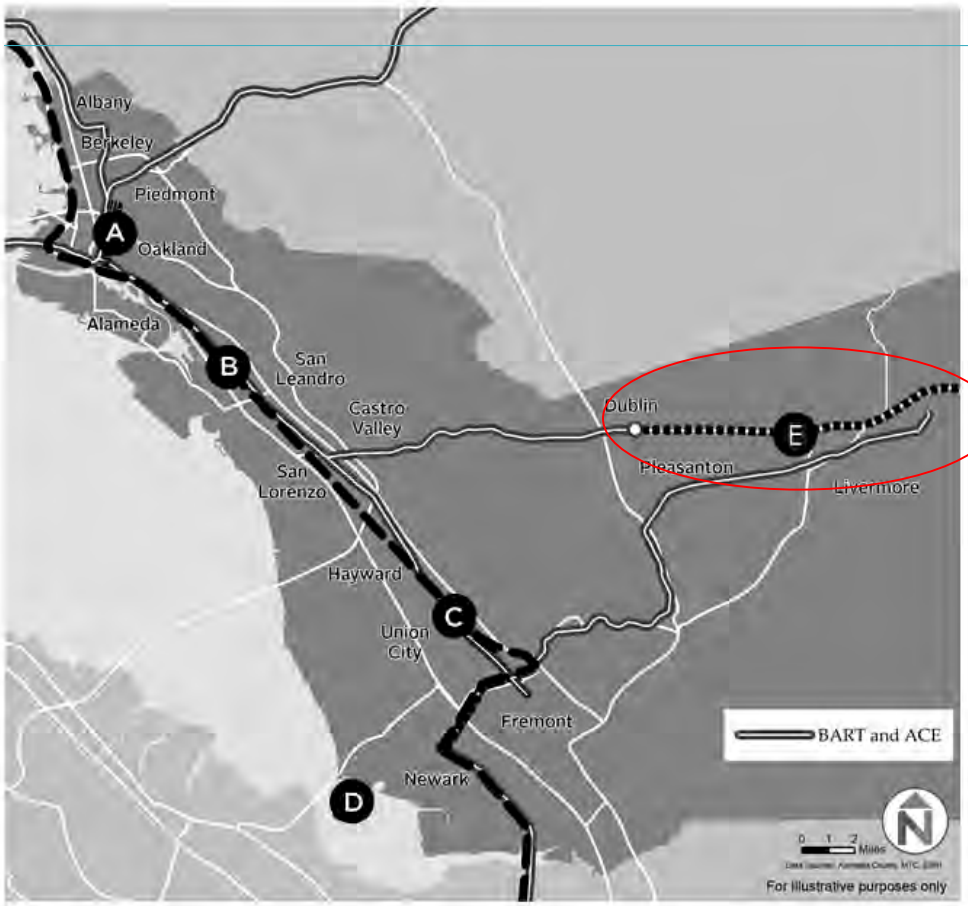
Oakland Broadway Corridor Transit ($10 M)

This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

Valley Link Rail in Alameda County ($400 M)

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



A Broadway Corridor Transit

B Capitol Corridor Service Expansion

C Union City Intermodal Station

D Dumbarton Corridor Area Transportation Improvements

E Valley Link Rail

Not Shown:
- Railroad Corridor Right of Way Preservation and Track Improvements

Commented [ACTC4]: **Both circles:** Addition of "E – Valley Link Rail" on the map and in the legend

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Valley Link

Connecting People, Housing, and Jobs

Fact Sheet

Project Overview

Connecting San Joaquin Valley to the Bay Area. Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

A Seamless Connection to BART. The first phase of service will provide a seamless and timed connection to BART, with service from North Lathrop to the Dublin/ Pleasanton BART station.

Frequent and Reliable Service. Trains will run throughout the day in both directions with the goal of matching BART frequency and hours of operation.

Initial Service Characteristics

	PEAK	OFF-PEAK
Between Dublin/ Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)



As of APRIL 2020

Tri-Valley • San Joaquin Valley REGIONAL RAIL AUTHORITY



By the Numbers

- **9,3500 Bay Area workers** - commuting from San Joaquin Valley today
- **42 Miles** - using existing transportation corridors
- **7 Stations** – Dublin/Pleasanton, Isabel, Mountain House, Tracy, River Islands, North Lathrop
- **78 Minutes** - current average commute each way
- **28 days** – total commute time per year for average commuter
- **75% increase** - commute traffic on I-580 by 2040
- **58% increase** – truck traffic on I-580 by 2040
- **25 daily round-trips** - by Valley Link trains each day in 2040
- **28,000 riders** – estimated in 2040 for Valley Link per day
- **99.4 Million** – reduction in Vehicle Miles Traveled (VMT) per year in 2040
- **33,000 metric tons** – reduction in greenhouse gas emissions (GHG) per year
- **0 Emissions** – battery-electric and hydrogen vehicle technologies under development
- **$2.4 Billion** - cost of Valley Link Phase 1 from Dublin/ Pleasanton BART to North Lathrop, in year of expenditure
- **$628 million** - identified as available for the project:
  - **$400 million** - Measure BB funds
  - **$188 million** - Bridge Toll funds
  - **$40 million - impact fees from the City of Livermore**
- **2027 – target date for Valley Link revenue service**

Project Benefits

Valley Link aims to be a model of sustainability in the design, construction and operation of the system. It is vital to our state's economy, environment and the quality of life in our communities:

- Serves communities and households in the Northern San Joaquin Valley with some of our state's highest poverty rates;
- Promotes equity by maximizing benefits to disadvantaged communities
- Links the Northern California Megaregion's workforce to affordable housing;
- Readily connects our state's future high-speed rail system to BART;
- Provides direct and seamless service to major employment centers in all parts of the Bay Area;
- Provides opportunities for compact transit-oriented development; and
- Will have a significant impact on the reduction of VMT and greenhouse gas emissions.
- Operates on renewable energy

Sources:
Bay Area Economic Institute Valley Link Project Feasibility Report (October 2019)
San Joaquin County Council of Governments

For more information about Valley Link, visit **www.valleylinkrail.com**

Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

Andreas Cluver
Secretary-Treasurer

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Carpenters, #2236
Carpet & Linoleum, #12
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Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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Bay Area Transportation Working Group (BATWG)

May 11, 2020

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation Committee

Alameda County Transportation Commission (ACTC)

1111 Broadway, Suite 800 Oakland, CA 94607

Dear Commissioner Ortez:

It has come to our attention that the ACTC is thinking of reallocating the Measure BB funds set aside for the Livermore BART connection to "Valley Link". We urge you to desist.

For one thing such an action would make a mockery of what the Alameda County voters voted for in 2016. For another it would deny the people of Livermore the one good way of getting from their city to the East Dublin BART Station.

At the time the BART Board was considering whether or not to put the Measure BB $400 million toward a proposed $3.2 billion BART extension to Greenville Road, BATWG conducted an extensive investigation of the bus alternative. It was our conclusion that in terms of improving the access of the people of Livermore to BART, well-appointed buses (patterned after the privately-operated hi-tech buses) operating in bus-only lanes would be a far cheaper and better option. At the time we envisioned three separate lines originating in separate parts of Livermore all traveling out-of-traffic, at least during commute hours, to the Station.

Sincerely,

Gerald Cauthen
Co-Founder and President,
Bay Area Transportation Working Group
510 208 5441
www.batwgblog.com

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From:	Angie Ayers
To:	Angie Ayers
Cc:	Tess Lengyel; Vanessa Lee
Subject:	FW: Bike East Bay comments on Valley Link
Date:	Monday, May 11, 2020 12:23:17 PM

Hello Commissioners,

Please see the below public comment for item 5.1.

Regards,
Angie

Angie Ayers, Associate Administrative Analyst
Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607
Phone: 510.208.7450 direct dial | 510.208.7400 main line
Email: aayers@alamedactc.org Website: www.alamedactc.org
Facebook: www.facebook.com/alamedactc Twitter: @alamedactc

From: Vanessa Lee
Sent: Monday, May 11, 2020 12:20 PM
To: Dave(dave@bikeeastbay.org) Campbell <dave@bikeeastbay.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>; Angie Ayers <aayers@alamedactc.org>
Subject: RE: Bike East Bay comments on Valley Link

Received. Thank you.

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Dave Campbell <dave@bikeeastbay.org>
Sent: Monday, May 11, 2020 12:19 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Bike East Bay comments on Valley Link

Commission

We support transit, and possibly this project too, but have questions and concerns around:

1. The lack of public outreach in Livermore to generate support for this project. Measure BB in Livermore did not get a ton of support and BART was controversial. RM3 get even less support in Livermore. We don't want this project to be controversial like the BART project was. The Isabel Neighborhood Plan was controversial too because of BART. Where are the residents of Livermore on this project?;
2. Hour headways off -peak is poor public transit, and is in fact commuter rail. This corridor needs good transit. What can be done to convert this project from commuter rail to good transit?
3. Can we hear more about the financial crisis and how this project is affected? It's concerning to hear a presentation that does not acknowledge the current financial crisis.

Thank you for more clarifying information.

--
Dave Campbell
Advocacy Director
Bike East Bay
****
Office: 466 Water Street at Jack London Square in Oakland
Mail: PO Box 1736, Oakland, CA 94604
Cell: (510) 701-5971
BikeEastBay.org

Learn how COVID-19 is impacting Bike East Bay events and activities.

From:	Vanessa Lee
To:	Angie Ayers
Subject:	FW: Public Comment for item 5.1 at ACTC"s PPLC meeting on Monday 5/11
Date:	Monday, May 11, 2020 11:26:37 AM
Attachments:	hyperlinked_PPLC_Agenda_20200511.pdf

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, May 7, 2020 1:42 PM
To: Vanessa Lee <VLee@alamedactc.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>
Subject: Public Comment for item 5.1 at ACTC's PPLC meeting on Monday 5/11

Hi Vanessa-

I hope you are staying healthy and safe. Considering that I cannot attend next Monday's PPLC meeting in person due to the SIP, please make sure my comments are read into the record for Public Comment as part of agenda item 5.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti
(925) 858-5303

Dear Chair Ortiz and Honorable Commissioners:

On behalf of the Innovation Tri-Valley Leadership Group, I respectfully request for the PPLC to support the Staff recommendation to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. Our Committee worked to ensure that the Expenditure Plan included the fulfillment of plans dating back to the 1960's which envisioned a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. This vision was part of the plan approved by the voters of Alameda County. Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it.

Four years later in May of 2018, the BART Board certified the BART to Livermore EIR but transferred the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley to the Tri-Valley - San Joaquin Valley Rail Authority. The Authority has since completed a Feasibility Report for Valley Link, a project proven to be cost effective and efficient, estimated to carry between 26,000 and 28,000 riders a day in the highly congested I-580 corridor.

With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority that will benefit the environment, the economy and the quality of life of residents and

Bay Area workers. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete the project. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision of Measure BB for rail connectivity in the Tri-Valley, and I urge the Committee to approve the item.

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group
925.858.5303
tsbranti@innovationtrivalley.orgwww.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

May 8, 2020

Elsa Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: PPLC Agenda Item 5.1 – Tri-Valley-San Joaquin Valley Regional Rail Authority Request for 2014 Measure BB Transportation Expenditure Plan Amendment – **SUPPORT**

Dear Chair Ortiz:

I am writing on behalf of the Livermore Valley Chamber of Commerce (LVCC), a business membership organization with nearly 500 members from a cross-section of private/public and non-profit industry sectors that employ nearly 20,000 workers. Ensuring that public dollars are wisely spent and that taxpayers receive a good return on their investment, while responsibly planning, funding, and maintaining and operating our transportation system is a key policy priority for LVCC.

LVCC supports the above referenced item, advancing the efforts to close the gap in the I-580 corridor for an urgently needed and long-awaited, effective rail connection between Livermore and the Dublin/Pleasanton East BART station. I reiterate the support formerly expressed by LVCC over many years for planning and funding support for such a project. LVCC appreciates the wisdom of the leaders of the Alameda County Transportation Commission in designating significant funding in Measure BB (which was supported by LVCC) to provide for a future rail connection in this corridor. In light of events that have transpired since the approval of BB, your prudent actions necessary to amend the expenditure plan to accommodate the request by the Tri-Valley-San Joaquin Valley Regional Rail Authority is welcomed and appreciated. LVCC recognizes and strongly supports the efforts of the TVSJRRA to effectively deliver a rail connection project in this corridor within the next few years.

We look forward to moving forward with this initiative and this project, and stand ready to support you in this action.

Respectfully,
Dawn P. Argula
Dawn P. Argula
CEO/President

C: Scott Haggerty, First District Supervisor, Alameda County BOS
Tess Lengyel, Executive Director, Alameda County Transportation Commission
Michael Tree, Executive Director, Valley Link
John Marchand, Mayor, City of Livermore

Livermore Valley Chamber of Commerce
2157 First Street Livermore CA 94550
925.447.1606
www.livermorechamber.org

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SIERRA CLUB
SAN FRANCISCO BAY

Serving Alameda, Contra Costa, Marin and San Francisco counties

May 11, 2020

Via email to: vlee@alamedactc.org

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation (PP&L) Committee
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: PP&L Agenda item #5.1 – Approve Tri-Valley- San Joaquin Valley Regional Rail Authority (TVSJVRRA, aka Valley Link) Request for a 2014 Measure BB Transportation Plan Expenditure (TEP) Amendment

Dear Chair Ortiz and Members of the PP&L Committee:

On behalf of our more than 13,500 members in Alameda County, the Sierra Club writes to respectfully express great concern about Item #5.1 on your Agenda for Monday May 11, 2020. We believe that there are far too many issues and questions that should be addressed before the recommended actions move forward.

We recognize that the proposed actions before your Committee are just the beginning of a process to reprogram the sales tax funds that were approved by voters for "BART to Livermore." But as set forth in the staff memo, the proposed actions, and their timing, would establish dangerous precedents for lack of planning and financial responsibility. There is simply no need to rush into the proposed actions, particularly in the context of the current health and financial crises being faced by the State and local communities. Why not first take time for responsible analysis and an opportunity to see if-how-and-when recovery is able to occur, before committing funds that may not materialize for years to come?

Every responsible forecast is anticipating that "the future of work" will be different, post-pandemic, than we have ever been experiencing previously. Why base such a massive investment of public funds on what is already and at best "old data?"

The first Agenda request is that the TVSJVRRA be acknowledged as a new agency in Alameda County that can be an eligible recipient of Measure BB funds. While this

2530 San Pablo Ave., Suite I, Berkeley, CA 94702 Tel. (510) 848-0800 Email: info@sfbaysc.org

should be the least controversial element of the requests, nothing in the staff memo identifies the potential magnitude of impacts on other Measure BB transit recipients. There is no operating budget provided in the Committee materials. Can taxpayers and pre-pandemic passengers be assured that this new system will not become a drain on other, voter-approved transit agencies in the County?

The second and third requests would remove "BART to Livermore" from the TEP and substitute Valley Link with no consideration of possible alternatives – why? The project list for Measure BB was the result of years of input and deliberation by Community and Technical Working Groups. Why not have a full and fair competition for alternative uses of these funds, throughout the full list of "BART, Bus, Senior, and Youth Transit" options identified as the relevant "Type" on page 3 of the TEP (page 24 of the Committee packet), especially with the enormous uncertainties facing projections for both traffic and funding revenues?

Implementing Guideline 22 of the Measure BB TEP is surprisingly omitted from the staff memo, but supports this broadened approach, stating:

> **22. Fund Allocations**: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

Even the language from AB 758 (Eggman/Baker, PUC section 132658) that is quoted in the "superseded" request dated September 11, 2019, recognized that there was no entitlement to the "local funds controlled by the Alameda County Transportation Commission."

It should also be noted that the proposed description and conditions regarding Valley Link delete and/or change significant descriptive and cautionary language (which was carefully negotiated and voter-approved) before funds may actually be "used." The text below sets forth full "before and after" language in a single view for the information of Commissioners and the public:

> ~~BART to Livermore ($400 M)~~
> Valley Link rail in Alameda County ($400 M)
>
> This project funds the first phase of a ~~BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ Valley Link rail extension from the existing Dublin/ Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.

> Funds are for construction for any element of this first phase project and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an ~~detailed~~ alternative assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Why are voter and environmental protections proposed to be removed for this new project? Do Commissioners really think this is wise and appropriate? Why not, at a minimum, wait until the requisite Environmental Review is both released in draft form and then completed? – This critical document is already a year behind the previous schedule.

Where is the San Joaquin County commitment to support their own residents who are likely to be the primary beneficiaries of this project? The proposed resolution merely states that:

> SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from ***future*** measures and state funds. **(emphasis added)**

Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and operations for this multi-county project. “Leveraging” of other funds should, at a minimum, be based on full and fair participation from designated “partners.”

Several places in the proposed “amendments” describe Valley link as “Commuter Rail," despite the fact that it is proposed to operate throughout the day. Subsection 49 CFR 37.3 in relevant part defines “commuter rail” as

> *Commuter rail transportation* means short-haul rail passenger service operating in metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fare, multiple ride, and commutation tickets and by morning and evening peak period operations. This term does not include light or rapid rail transportation.

Is this an attempt to obviate or avoid an obligation for ADA complementary paratransit service for passengers, or attempted passengers, who may have difficulty using the train service?

We must also ask if ACTC or Valley Link have informed MTC and ABAG that the proposed project will facilitate inter-regional commuting, contrary to the intent of SB 375 and the Bay Area's Sustainable Communities Strategy.

This message sets forth only some of the most obvious concerns about the proposed Measure BB actions. There are certain to be more, but disclosure by ACTC and Valley Link should not be delayed until the end of the requisite "public comment" period. The Sierra Club respectfully requests, and urges at a minimum, that the questions and issues noted above be addressed before any Commission action to consider Valley Link's requests. To do any less would call into question Commissioners' significant public service obligations to Alameda County voters, taxpayers, and residents. We look forward to working with you and ACTC staff to consider a full range of responsible uses of Measure BB funds. If you have any questions, or desire further information, please do not hesitate to contact Matt Williams at mwillia@mac.com.

Sincerely,

ss/
Matt Williams
Chair, Chapter Transportation and Compact Growth Committee

ss/
Dick Schneider
Chair, Chapter Tri–Valley Group Executive Committee

ss/
Eric Parfrey
Volunteer Leader, Mother Lode Chapter

Cc: Sierra Club California Director Phillips
San Francisco Bay Chapter Executive Committee Chair Bolotina
San Francisco Bay Chapter Director Berbeco

Memorandum 8.1F: Handout

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

DATE:	May 28, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy Vanessa Lee, Clerk of the Commission
SUBJECT:	Additional Public Comment Submissions regarding the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP)

Please find all written public comments received for the May 28, 2020 Commission meeting Item 8.1: Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan that were submitted after the Commission packet was distributed and were received by the 5 p.m. deadline notice on the agenda. These comments are in addition to those already distributed at Attachment E to item 8.1 in the Commission meeting materials. (*listed in alphabetical order):*

- Alameda County Taxpayers Association
- BART (1)
- BART (2)
- Bay Area Council
- Bay Area Transportation Working Group
- Building & Construction Trade Council of Alameda County
- Chabot-Las Positas Community College
- City of Dublin
- City of Livermore
- City of Pleasanton
- Innovation Tri-Valley Leadership Group
- Laborers' Local 304
- Livermore Amador Valley Transit Authority
- Pleasanton Chamber of Commerce
- Train Riders Association of California

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From: Marcus Crawley
To: Vanessa Lee
Subject: Tri Valley $400 million
Date: Saturday, May 23, 2020 7:59:43 AM

Pauline Cutter, Chair, and ACTC Commissioners May 22, 2020
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)

Dear Chair Cutter:

The Alameda County Taxpayers Association (ACTA), a 501(c)(4) organization, represents the taxpayers of this County in advocating legal and productive expenditures of taxpayer funds. As such, ACTA is a statutory appointer of a member of the ACTC Independent Watchdog Committee.

Alameda County Taxpayers Association [ACTA] is troubled by plan to transfer $400 million BART funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority. The Alameda County voters approved the Special Tax of Measure BB and to be dedicated for Alameda County transportation projects such as the BART to Livermore extension. The foremost consideration of ACTC must be the will of the voters. ACTC must narrowly construe the intention of the voters regarding the 'specific purposes' of the Measure BB special sales tax. The voters did not contemplate that the Measure BB taxes would single-handedly fund multi-county projects in the absence of funds contributions from other counties. When the Tri-Valley Authority has produced its share of the project funding, the ACTC can plan how to spend Tri-Valley Authority funds. ACTA will vigorously oppose any plan to divert these funds away from a voter-approved project.

For the present ACTC must demonstrate that it can plan a viable project by solving the BART to Livermore extension. This Committee must demonstrate leadership and build consensus on existing Alameda County projects, not leap ahead to the next glorious project that has not even been planned. As a first step in leadership, the committee should use its power to make the promised annual audits of Measure BB expenditures a reality.

We call on ACTC to table this action until such time as a proper study be made of this project and the logical alternatives, including a long-haul commuter express bus network for both Eastern Alameda County along the I-580 Corridor and over the hills from the Central Valley. We certainly have no objection to working jointly with Central Valley governments and other interest groups on a project of mutual benefit. However, we do not understand why ACTC is proposing that the Alameda County taxpayers be the first to transfer funds approved by the voters to benefit primarily Alameda County residents to a project that would instead primarily benefit residents of other counties – particularly since there is no commitment from those counties, or even an idea of when such a commitment might be made.

The $400 million was originally approved by the voters as part of Measure BB in 2014 for a BART extension to Livermore. The BART Board elected not to pursue this, so we agree it is proper to study other transportation improvements in this corridor – but, we believe that the first priority should be for what the voters intended, benefits for the residents and travelers along the I-580 corridor in the Eastern Tri-Valley area.

We do not object to the study of rail alternatives in this corridor and into the Central Valley, either BART or commuter/inter-city rail. But, in our role as a taxpayer advocate, we believe that it would be improper to advocate for rail unless and until a proper, unbiased study fairly considers other options, including a bus system on dedicated lanes, that could require far less taxpayer dollars and could be completed much faster. If the study shows that Valley Rail is the best option and is fair to the taxpayers and the traveling public, and is feasible, then ACTC should consider this $400 million reallocation at that time.

We do not understand the necessity nor the benefit of making this decision so early in the planning process.

I will be commenting on this matter at the Commission meeting.

Thank you for your consideration of the position of the Alameda County Taxpayers Association on this important matter before the Commission.

Respectfully submitted,

Marcus Crawley -President of

ACTA

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As BART Director (District 5) and representative for my constituents and taxpayers in the Tri-Valley area, I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades. The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

I urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

John McPartland
BART Director, District 5

www.bart.gov

Cc: BART Directors and Board Appointed Officers
Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

ACTC_AR2156

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
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Rebecca Saltzman
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4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

Via Email

Mayor Pauline Cutter, Chair
c/o Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 95607
vlee@alamedactc.org

RE: Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request

Chair Cutter:

Thank you for the opportunity to comment on the above referenced item. On behalf of the San Francisco Bay Area Rapid Transit District (BART), I would like to express support for beginning a 45-day comment period on the proposed amendment to the 2014 Measure BB funded TEP, as described in the staff memorandum.

In May 2018, the BART Board of Directors certified the Final Project EIR for the BART to Livermore extension, and directed staff not to advance a specific project in the Tri-Valley. Pursuant to AB 758 (Baker), the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) at that point assumed responsibility to advance a rail project in the corridor. Since then, BART staff have been engaged with the TVSJVRRA throughout project feasibility and initial design and environmental assessments of the proposed Valley Link Rail project, and this coordination continues.

Because of this, BART supports the action to begin the public comment period for the amendment to the TEP naming the TVSJVRRA as an eligible recipient of Measure BB funds and specifically naming the Valley Link project in place of BART to Livermore. It is important to hear from Alameda County residents and other stakeholders. The District anticipates submitting a more detailed set of comments during the official 45-day comment period that this action will kick-off.

Please do not hesitate to contact me or my staff with any additional questions.

Sincerely,

Robert M. Powers
General Manager

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BAYAREA COUNCIL
Shape the Future

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Jim Wunderman

Jim Wunderman
President & CEO
Bay Area Council

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

Bay Area Transportation Working Group

May 23, 2020

Pauline Cutter, Chair, and ACTC Commissioners

Alameda County Transportation Commission

1111 Broadway, Suite 800

Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda Item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)"

Dear Chair Cutter:

The Bay Area Transportation Working Group (BATWG) is an Oakland-based 501(c)(3) composed of senior transportation experts and advocates with centuries of collective experience in California, Bay Area, and Alameda County transportation issues and projects.

At BATWG's May 21, 2020 meeting there was a discussion of the proposed diversion of Alameda County Measure BB funds to Valley Rail. After the discussion the vote was unanimous; we believe this action would be inappropriate and unwise.

What Valley Rail needs most right now is a full, proper, and unbiased study of its feasibility – including projected ridership, cost-effectiveness and identified sources of funding, all in comparison with the other transportation options for the corridor and all taking the changes brought on by COVID into full account.

In 2017, when the question how to use this $400 million was before the BART Board, the BART staff recommended a significantly upgraded bus option on grounds that it would better serve the transportation needs of Pleasanton and Livermore than an expensive 10-mile extension of BART to Livermore's Greenville Road would. BATWG strongly supported the staff's recommendation and subsequently submitted a list of proposed bus system enhancements.

The original BART Extension project approved by the Alameda County voters was intended to benefit the people of Alameda County, including the residents of

Pleasanton and Livermore Area and those traveling to those cities from more westerly Alameda County locations. Obviously, this was a project that the Alameda County taxpayers were willing to support because the vast majority of the benefits would accrue to Alameda County residents and taxpayers. Valley Rail, which includes five stations in the Central Valley and only three in Alameda County, is intended to primarily benefit non-Alameda County residents.

There is no reason or justification for diverting $400 million in BB funds to Valley Rail at this time.

The Bay Area Transportation Working Group looks forward to working with the ACTC in working to improve transportation in the I-580 Corridor.

Respectfully submitted,

Gerald Cauthen PE

President and Co-founder

Bay Area Transportation Working Group (BATWG)

510 208 5441

www.batwgblog.com

Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

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Secretary-Treasurer

Rob Stoker
President

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Vice President

Che Timmons
Sergeant in Arms

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Boilermakers, #549
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Carpenters, #713
Carpenters, #2236
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Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
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Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

May 26, 2020

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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CHABOT
LAS POSITAS
COMMUNITY
COLLEGE
DISTRICT

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The CLPCCD and, especially Las Positas College, as evidenced by our MOU with LAVTA, recognize the value of public transportation in meeting sustainability goals and facilitating travel to and from the college. Specifically, the largest benefactor of these two projects will be Las Positas College, and the community we serve which encompasses over 9,200 students and 500 employees. Our research shows that our public transportation usage average is 10,000 individual rides per month and nearly 500 students take the bus each business day. Of our total student population, 20% take classes at both campuses. A rail extension to Livermore would support and facilitate the needs of student populations from both the Tri-Valley and 880/580 corridors. We know there is still a great need for additional public transportation options for all of our students and employees.

CLPCCD provides educational opportunities and support for completing of students' transfer, associate degree, basic skills, career technical education, and retraining goals. We serve, annually, approximately 29,000 students. Our employees and students use public transportation to get to and from their homes to our places of work.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Ronald P. Gerhard
Chancellor

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

CHABOT-LAS POSITAS COMMUNITY COLLEGE DISTRICT BOARD OF TRUSTEES

Edralin J. "Ed" Maduli, President
Genevieve Randolph, Secretary
Hal G. Gin, Ed.D.
Linda Granger
Maria L. Heredia
Tim Sbranti

Ronald P. Gerhard, Chancellor

OFFICE OF THE CHANCELLOR

7600 Dublin Blvd., 3rd Floor
Dublin, CA 94568
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www.clpccd.org

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DUBLIN
CALIFORNIA
THE NEW
AMERICAN
BACKYARD

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Linda Smith
E33836CEEC044E0...

Linda Smith
City Manager, City of Dublin

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
925.833.6640
Fire Prevention
925.833.6606
Human Resources
925.833.6605
Parks & Community Services
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Police
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Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

LIVERMORE
CALIFORNIA

May 28, 2020

The Honorable Pauline Russo Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Agenda Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. Position of support.

Dear Chair Cutter:

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire County by reducing traffic over the Altamont Pass and through the congested I-580 and I-680 corridors. An estimated 93,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses, teachers, and people employed in manufacturing in the Tri-Valley and throughout Alameda County. Many of these Bay Area workers have been priced out of the communities they serve by rising housing costs and are suffering through an average 78-minute commute each way.

The environmental benefits of Valley Link are significant. Valley Link offers a rail alternative for those commuting by automobile. An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles

Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year.

Valley Link supports construction of badly needed affordable housing. Through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The Isabel Neighborhood Specific Plan, developed around the Valley Link station at Isabel Avenue, includes 4,095 new multifamily housing units with a mandatory 20% minimum affordable requirement with an overall goal for 25% affordable units in the Plan area.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will help ensure that this vital project can move forward to benefit the entire County and that commitments to the Tri-Valley are finally met.

Sincerely,

John Marchand

John Marchand
Mayor

cc: Supervisor Scott Haggerty
Tess Lengyel, ACTC Executive Director

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THE CITY OF
PLEASANTON

May 26, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that all of our Tri-Valley residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

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P. O. Box 520, Pleasanton, CA 94566-0802 **123 Main Street**

City Manager
(925) 931-5002
Fax: 931-5482

City Attorney
(925) 931-5015
Fax: 931-5482

Economic Development
200 Old Bernal Avenue
(925) 931-5038
Fax: 931-5476

City Clerk
(925) 931-5027
Fax: 931-5492

DocuSign Envelope ID: 204908FC-3263-4FFD-9E9A-326AE97BA60A

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Nelson Fialho
9B5F9FFD0C8544D...

Nelson Fialho
City Manager

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Pleasanton City Council

From:	Tim Sbranti
To:	Vanessa Lee
Subject:	Public Comment for Item 8.1 at ACTC meeting on Thursday 5/28
Date:	Tuesday, May 26, 2020 11:26:55 PM

Hi Vanessa-

I hope you are doing well. Please make sure my comments are read into the record for Public Comment as part of agenda item 8.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti

Dear Chair Russo Cutter and Honorable Commissioners:

On behalf of the business and civic leaders who comprise the Innovation Tri-Valley Leadership Group, please support the Staff recommendation and the unanimous decision from PPLC to amend the Measure BB Transportation Expenditure Plan and replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. As Commissioner Haggerty pointed out at the PPLC meeting, a deliberate decision was made to ensure that priorities of leaders in each of ACTC's 4 planning areas were included in the measure. The priority in 2014 remains the same as it was 50 years as it is today.....establishing a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision approved by the voters of Alameda County for rail connectivity in the Tri-Valley.

Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it. Considering that the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley was transferred in 2018 from BART to the Tri-Valley - San Joaquin Valley Rail Authority, now is the time to transfer the funds as well for rail in the Tri-Valley. In recent months, the Authority has completed a Feasibility Report for Valley Link, a project proven to be cost-effective and efficient, estimated to carry between 26,000 and 28,000 riders a day to relieve gridlock in the highly congested I-580 corridor. With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority and the time to act is now.

Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with state, federal and private funding to complete the much-needed project, and we hope that you will

fulfill the original vision and meet present and future needs of the County by approving the item.

--

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group

www.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

From:	Rafael Gonzalez
To:	Vanessa Lee
Subject:	Valley Link
Date:	Tuesday, May 26, 2020 10:10:41 AM

Good morning. I am writing to you in support of the Valley Link project and the proposed funding of that project. As a representative of thousands of workers who commute from the Central Valley into the Bay Area, and as someone who does that same commute, I can attest to the importance of the Valley Link Rail System. I moved to Tracy, about 20 years ago and I have seen firsthand the increase in commuter traffic. All the experts agree that this will only continue to increase as time goes on. This will result in more time on the road, which increases the carbon footprint of each individual commuter. Valley Link provides a safe alternative from the Central Valley to the Bay Area, reducing the amount of vehicles on the road, which in turn results in lower commute times, carbon emissions, and stress levels!

Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.

The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.

For these reasons and other, I humbly ask that you consider having the Tri-Valley – San Joaquin Valley Regional Rail Authority recognized as an agency eligible for Measure BB funds (agency hadn't been created when Measure BB was approved). We are also seeking to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project. This will put $400 million in Measure BB funds into the control of the Valley Link Board.

I thank you for your consideration.

Rafael Gonzalez
President/ Field Representative
Laborers' Local 304
(510)581-9600 (office)
(510)432-2827 (mobile)

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Livermore Amador Valley
TRANSIT AUTHORITY

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

David G. Hudson

Cc: Alameda County Transportation Commission members
Tess Lengye!, ACTC Executive Director

1362 Rutan Ct., Ste. 100 | Livermore, CA 94551
O. (925) 455-7555 | F. (925) 443-1375
wheelsbus.com

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PLEASANTON CHAMBER of COMMERCE

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I am writing to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to eventually advance rail connectivity to the San Joaquin Valley. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are finally met.

Sincerely,

Steve Van Dorn
President & CEO

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

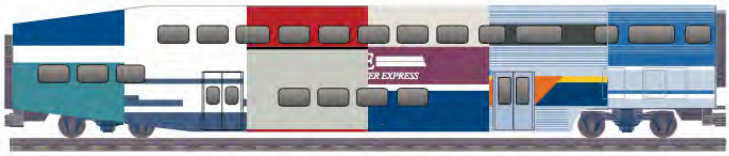
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TRAC
Train Riders Association of California

1025 Ninth Street Suite 223
Sacramento CA 95814-3516

(916) 557-1667
www.calrailnews.org
president@calrailnews.org



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Contra Contra County

May 26, 2020
Submitted to:
contact@
alamedactc.org

Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Agenda Item # 8.1, May 28 Meeting
Measure BB Exp. Plan Amendment

Dear Chair Cutter:

The Train Riders Association of California ("TRAC") is a statewide rail advocacy organization that has worked since 1984 to improve passenger rail service in California. TRAC has been involved in passenger rail planning for the Altamont Corridor for at least two decades. We have made presentations to the Valley Link Board and participated in their public meetings.

We write today to urge your Board to defer action on amending the Expenditure Plan for Measure BB until you receive an environmental impact report for Valley Link, which is nearing completion. The Administrative Draft was under review last October, and the Draft EIR is now scheduled for public review in September 2020. TRAC suggests the following reasons for deferral of this agenda item:

1. Without a certified EIR, there is no evidence to support the claim that the proposed Valley Link project will provide meaningful benefits to Alameda County taxpayers. The Commission has a special duty to taxpayers to make an affirmative finding of benefit, under Section 14 of the Expenditure Plan Guidelines:

> **No Expenditures Outside of Alameda County**: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. (emphasis added.)

2. From its inception, this project raised serious questions as to whether BART would be able to handle the additional passengers that Valley Link would transport from the Central Valley. The EIR

should resolve that question. If Valley Link were projected to make overcrowding on BART even worse, that would have serious implications as to whether the project could reasonably be judged as benefitting Alameda County residents.

3. An EIR would determine whether Valley Link would result in the construction of any infrastructure or station that would be inconsistent with the land use-constraining provisions of Alameda County year 2000 Measure D. On a related topic, an EIR will provide information on the Valley Link project's compliance with the County's Gateway Policy.

4. As the largest single capital project in Measure BB, BART to Livermore was the marquee project. Because of that special status, it demands special treatment above and beyond the 2/3 majority required for an amendment. This is not some minor project. Amending the Plan to include this project changes the entire profile of the measure, because the voters never gave their support to the Valley Link project. There is no evidence that the voters of the Tri-Valley, which did not support Measure BB, would support Valley Link.

5. Because Measure BB resulted in financial trade-offs between the Tri-Valley and the North County cities through a reweighting of the basic allocation formula for local streets and roads, the entire Expenditure Plan would need to be reopened to assure fairness for all jurisdictions.

6. Other alternative projects, including several that TRAC has advocated for, would potentially be far more cost-effective in providing the service that Valley Link seeks to offer. In particular, the $1+ billion dollar cost of the I-580 relocation is merely a utility relocation, offering no transportation benefit to taxpayers.

Thank you for considering these comments.

Sincerely yours,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President, TRAC

ALAMEDA County Transportation Commission

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

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City of Pleasanton
Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

May 28, 2020

Mayor Jerry Thorne
City of Pleasanton
P.O Box 520
Pleasanton, CA 94566

Via Email: jthorne@cityofpleasantonca.gov

Re: Alameda County Transportation Commission 2014 Measure BB Transportation Expenditure Plan Amendment Comment Period

Dear Mayor Thorne,

In November 2014, voters in Alameda County approved Measure BB, authorizing an extension of the existing transportation sales tax (Measure B), administered by the Alameda County Transportation Commission (Alameda CTC). The 2014 Transportation Expenditure Plan (2014 TEP) guides the investments of Measure BB revenues toward capital projects and programs that improve the countywide transportation system.

On May 28, 2020, the Alameda CTC Commission voted to initiate a comment period for comments by jurisdictions in Alameda County on a proposed amendment to the 2014 TEP to replace the BART to Livermore project with the "Valley Link" project. The 2014 TEP Implementing Guidelines specify that all jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

Proposed Amendment

In September 2019, the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) requested that Alameda CTC amend the 2014 TEP to replace the BART to Livermore project that is in the 2014 TEP with the Valley Link rail project, and transfer the associated $400 million that was identified for BART to Livermore to the Valley Link project. The TVSJVRRA was created in 2017 by the State Legislature (Assembly Bill 758) for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County. In 2017, BART released the Draft Environmental Impact Report for the BART to Livermore project, which had been under consideration for many years. In May 2018, the BART Board voted to certify the Final EIR and also passed a motion directing the BART General Manager to not advance an alternative, effectively

passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The amendment that has been requested to be made to the 2014 TEP includes the following key elements:

1. Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds.

2. Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.

3. Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.

4. Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above.

A detailed description of the proposed amendment and background can be found in the attached Alameda CTC Commission staff report.

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP) that is proposed to be removed:

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies

and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP, as detailed in the attached Alameda CTC Commission staff report.

Comment Period

On May 28, 2020 the Alameda CTC Commission voted to initiate the comment period. The 45-day comment period closes on July 13, 2020. Given the current shelter in place in effect in Alameda County, comments can be submitted electronically to: tepamendment@alamedactc.org, or by mail to the ACTC office.

Email: tepamendment@alamedactc.org, or

Address: 1111 Broadway, 8th Floor
Oakland, CA 94607

After the 45-day comment period, Alameda CTC staff will review and analyze the comments received and present the proposed amendment and comments to the Alameda CTC Planning, Policy and Legislation Committee for consideration and recommendation to the full Commission for action. To modify and amend the TEP, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners.

If you have any questions regarding this item, please contact me at tlengyel@alamedactc.org or 510.208.7402.

Sincerely,

Tess Lengyel
Executive Director

Attachment: May 28, 2020 Alameda CTC Commission Staff Report

cc: Nelson Fialho, City Manager
City of Pleasanton
nfialho@ci.pleasanton.ca.us

ACTC_AR2186

ALAMEDA County Transportation Commission

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

Memorandum

8.1

DATE:	May 21, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Recommendation

It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request (Attachment A) for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and 4) make associated technical amendments. Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. This is an action item and requires 2/3 approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Summary

The 2014 Measure BB TEP included $400 million for BART to Livermore. Since that time, a significant number of developments have occurred on the project and in the project area, as detailed in the Project Background section of this memo. The TVSJVRRA was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

In 2017, BART released the Draft Environmental Impact Report for BART to Livermore. In May 2018 the BART Board voted to certify the Final EIR. The Board also passed a motion directing the General Manager to not advance an alternative, effectively passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The TVSJRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the $400 million from the BART to Livermore TEP project to Valley Link. The TEP amendment process, as detailed later in this memo, requires a 45-day comment period by jurisdictions in Alameda County. This recommended action would authorize the initiation of the 45-day comment period. Staff will then return to PPLC and the Commission after the completion of the comment period for final action on the proposed TEP amendment. Once a final amendment is recommended to the Commission after the comment period, a 2/3 vote by the Commission is needed per the TEP Implementing Guidelines.

The proposed amendment includes the following elements, which are documented in Attachments B and C:

1) Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds (Attachment B, Plan Amendment Resolution).
2) Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.
3) Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.
4) Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above (as shown in Attachment C, TEP Redline Markups).

Project Background

A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years, there have been efforts by many residents, local elected officials, and other stakeholders to extend the BART alignment to Livermore, including planning, funding and project development efforts.

Regional and State Rail Planning

In 2007, the San Francisco Bay Area Regional Rail Plan developed by the Metropolitan Transportation Commission (MTC) identified the BART to Livermore extension as an important inter-regional rail connection. The Regional Rail Plan envisioned that BART should connect to the ACE train service in Livermore in order to provide a reliable and fast transit option for the growing congestion over the Altamont Pass and along the I-580 corridor. The importance of rail service between the Tri-Valley and San Joaquin Valley was reiterated in the 2018 California State Rail Plan, which calls for a Tri-Valley rail hub and increased rail frequencies and connectivity over the Altamont Corridor.

BART to Livermore Project

By the 1980s, the extension of BART further east in the Tri-Valley was already under serious consideration. In the mid-1980s, BART purchased a potential site for a future station near the Isabel Avenue and Interstate 580 interchange and a site in the vicinity of Greenville Road and Interstate 580 for purposes of preserving land for a potential station and yard/maintenance facility. In 1997, the Dublin/Pleasanton line was opened, with a West Dublin station added in 2011.

Numerous local and regional transportation measures have included support for BART to Livermore, starting with the 1986 Alameda County Measure B, which included $170 million for a "Rail extension to Dublin Canyon". The 2000 TEP included funding of $8.7 million for "I-580 Corridor/BART to Livermore Studies". Measure BB included $400 million in the 2014 TEP for "BART to Livermore". The project also received Regional Measure 1 bridge toll funding to advance planning and environmental work. In June 2018, Bay Area voters approved Regional Measure 3, which includes $100 million for "Tri-Valley Transit Access Improvements."

In 2010, after two years of analysis, BART completed a Program Environmental Impact Report (EIR) that evaluated the feasibility of five potential station sites and 10 different alignments for the BART to Livermore extension. In 2012, the BART Board of Directors directed its staff to advance the conceptual engineering and environmental review of a one-station extension to Isabel Avenue (Proposed Project), as well as to coordinate with the City of Livermore on the land use planning around the future station site.

In 2014, Alameda County voters approved Measure BB to fund the 2014 TEP, which includes $400 million in dedicated funding for the BART to Livermore extension. Measure BB commits funds to support construction of the extension of BART in the I-580 corridor using the most effective and efficient technology.

On July 31, 2017, BART released the Draft Project EIR evaluating the Proposed Project and alternatives. In May 2018, BART released the Final Project EIR. The BART Board certified the Final Project EIR on May 24, 2018 and directed staff to not advance a specific project.

As major transportation project planning and analysis was underway, cities also advanced land use planning around future rail service. The City of Livermore prepared the Isabel Neighborhood Plan and program-level EIR for development around a new station. The Livermore City Council adopted the Isabel Neighborhood Plan and certified the EIR for the Plan in May 2018.

ACEforward Program

The San Joaquin Regional Rail Commission (SJRRC) ACEforward program outlined a vision for a phased rail infrastructure and service improvement plan to increase frequency, increase service reliability, and enhance passenger facilities along the existing ACE service corridor from San Jose to Stockton, and to extend ACE service to Modesto and Merced. The (SJRRC) released a Draft EIR in May of 2017 that was later rescinded; however, the technical

documents developed by the SJRRC for the ACEforward Draft EIR were made available to the TVSJVRRA for advancement of the Valley Link Project Feasibility Report and Draft EIR.

Creation of TVSJVRRA

In 2017 Assemblymembers Catharine Baker and Susan Eggman authored AB 758, which created the TVSJVRRA. The TVSJVRRA is led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal established for the TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system that reflects regional consensus and meet the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with a feasibility report.

AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance the project per AB 758. The TVSJVRRA adopted several goals and policies to guide the development of the project.

A key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

TVSJVRRA Adopted Project Goals:

The following goals were adopted by the TVSJVRRA to address identified regional and economic and transportation challenges:

- Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs.
- Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction, and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link Project Development Policies

The TVSJVRRA adopted several policies to guide the development framework of the project, including the following sustainability and transit-oriented development policies:

- Sustainability Policy: Identifies implementing strategies to achieve a zero emissions system. The adopted Sustainability Policy includes a commitment to encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households. It further directs maximizing benefits to these communities and households in the project planning and design of Valley Link. Four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities.
- Transit Oriented Development (TOD) Policy: Support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:
    - Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
    - Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently submitted by the City of Livermore to MTC/ABAG as a new PDA.

Valley Link Project Description

Valley Link is a proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail services between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

Attachment D includes a summary fact sheet and diagram of the proposed project.

The project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021 respectively.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (per a 2014 TEP amendment), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

Other Agency Actions

Given the project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, the San Joaquin Council of Governments (SJCOG), SJRRC, BART, Alameda CTC and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project:

- MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Resolution Number 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.
- SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.
- BART: BART has committed staff to directly lead the early development of the project due to its expertise in developing and delivering similar projects, such as the e-BART extension to Antioch.
- Alameda CTC, the SJRRC and Caltrans have provided technical reviews of preliminary design plans and documents. In addition, the TVSJRRA is in discussion with the City of Tracy regarding donation of a key 200-acre parcel under City of Tracy ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $20 million and is currently being appraised.

Project Considerations

The project construction will have significant impacts on the I-580 Express Lanes, with major impacts anticipated during construction. The TVSJVRRA staff have been working with Alameda CTC, as well as Caltrans, to identify design and construction considerations. Alameda CTC staff have held several workshops with the project design team to evaluate the preliminary design plans and will continue to be engaged through the ESC and technical groups to provide policy and technical feedback during design development to ensure minimal impacts to the I-580 Express Lanes. Alameda CTC will continue to work closely with the TVSJVRRA as the project design advances, and will also conduct financial analysis to understand potential impacts to toll revenues during construction to ensure revenue losses are addressed.

Proposed Amendments

The amendment that has been requested to be made to the 2014 TEP includes two elements as follows:

- Amend to include the new entity of the TVSJVRRA
- Amend to include the Valley Link Project for $400 million

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP):

BART Extension and System improvements ($710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as provide local funding for a proposed BART extension in the eastern part of the county.

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP. The proposed changes include moving the project from page 18 from the BART section of the TEP to page 20 under the section

"Major Transit Corridor and Commuter Rail Improvements", remove references to BART as the agency leading the rail extension, change references from the BART to Livermore project to Valley Link on pages 2, 3, 14, 18, 19 (map) and add Valley Link to the map on page 21 (see Attachment C).

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements as shown on Attachment C.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Implementing Guidelines Related to this TEP Amendment

Once the 2014 TEP amendments are complete, all the implementing guidelines will be applicable to the project and project sponsor similar to all other TEP projects. Specifically, for this TEP amendment, the following guidelines describe requirements for the amendment as well as the new project sponsor.

4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

8. Strict Project Deadlines: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

Note: any new amendment that adds a project must comply with this provision and the start date of the seven years will be from the date of the adopted amendment.

11. Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring

requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.

14. No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.

18. New Agencies: New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Planning, Policy and Legislation Committee (PPLC)

At the May PPLC meeting, Alameda CTC staff provided the Committee an overview of the amendment process and schedule, and Michael Tree, Executive Director of the TVSJVRRA gave an overview of the project. Discussion focused on questions related to the timing of the need for the amendment and clarification on the action the Commission would be voting on in May. A number of comment letters were received and summarized verbally for the Committee by the Clerk and emailed to the Committee members as received. The set of public comment letters received for the PPLC meeting is included here as Attachment E. Comment letters sent by Commissioners in their capacity as local government officials are not included but may be expressed verbally by Commissioner at the full Commission meeting. PPLC voted unanimously to advance the item to the full Commission.

Next Steps

Upon Commission approval to initiate the TEP amendment process, a 45-day comment period for jurisdictions in Alameda County will commence. Staff will return to the Commission to report on the comments received and to recommend final action by the Commission later this year.

Fiscal Impact: There is no fiscal impact for this item associated with the requested action.

Attachments:

A. Letter from TVSJVRRA Requesting TEP Amendment
B. Draft Resolution for 2014 TEP Amendment
C. Proposed 2014 Measure BB Expenditure Plan Redline Markups and Technical Amendments
D. Valley Link Project Fact Sheet
E. Comment letters received

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Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

8.1A

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Boardmember Bob Woerner
LAVTA Boardmember

Boardmember Leo Zuber
Vice Chair, ACE

Michael Tree
Executive Director

May 4, 2020

Mayor Pauline Cutter, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, Ca 94607

Dear Chair Cutter,

This letter is intended to supersede the information in the letter written to Chair Valle on September 11, 2019 (attached) as it relates to the language to be amended in the 2014 Transportation Expenditure Plan currently found on page 18. Please use the following language for the amendment:

Valley Link Rail in Alameda County ($400 M)
This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Thank you,

Alameda County Supervisor Scott Haggerty, Chair

cc: Ms. Tess Lengyel, Executive Director, Alameda CTC

Valley Link
Connecting People, Housing, and Jobs

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LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

September 11, 2019

Supervisor Richard Valle, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Valle,

In May of 2018 the BART Board decided not to extend conventional BART to Livermore in favor of deferring the development of a rail extension project to the newly established Tri-Valley – San Joaquin Valley Regional Rail Authority ("Authority").

In the statute that created the Authority, AB 758 (Eggman/Baker), the Legislature addressed the transfer of local funds to the Authority for the Valley Link project in Section 132658:

> "the unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority's purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 1800000)."

Over the past 18 months, the Authority has been actively engaged in the planning of Valley Link, a passenger rail project that connects with the Dublin/Pleasanton BART station and travels eastward to Livermore and beyond to communities in the Northern San Joaquin Valley. A key element of the Valley Link Funding Plan for the Dublin/Pleasanton connection with BART and rail construction to Livermore is the $400 million in Measure BB that is currently listed in the Alameda County 2014 Transportation Expenditure Plan ("Plan") for the BART to Livermore project. Per the requirements of the Plan, The Tri-Valley – San Joaquin Valley Regional Rail Authority requests the following amendments:

1. The Tri-Valley – San Joaquin Valley Regional Rail Authority, established by AB 758,be included as an eligible recipient of funds.
2. That the following, specific language be amended:

   Move and amend the following language from Page 18 of the Plan to Page 20:

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Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

~~**BART to Livermore**~~ **Valley Link to Livermore ($400 M)**
The project funds Valley Link ~~the first phase of a BART to extension~~ within the I-580 Corridor freeway alignment from the Dublin/Pleasanton BART station to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of or any element of this ~~first phase~~ project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

In accordance with the Alameda County 2014 Transportation Expenditure Plan Implementing Guidelines, the Tri-Valley – San Joaquin Valley Regional Rail Authority understands and can fully comply with the requirements of recipients of Measure BB funds, including, but not limited to, annual audits and compliance reporting, the establishment of separate accounting funds for Measure BB funds, independent Watchdog reviews, performance measures, environmental clearance timelines, timely use of funds, contracting requirements, public reviews and approvals.

Thank you for your consideration,

Scott Haggerty

Alameda County Supervisor Scott Haggerty, Chair

cc: Mr. Art Dao, Executive Director, Alameda CTC

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ALAMEDA County Transportation Commission

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

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Executive Director
Tess Lengyel

Draft

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Resolution No. 20-007

Resolution of the Alameda County Transportation Commission Amending the 2014 Transportation Expenditure Plan to Delete the BART to Livermore Project and add the Valley Link Project

WHEREAS, by action of the governing body ("Commission") of Alameda County Transportation Commission ("Alameda CTC") at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan ("2014 TEP"), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated $400 million to a project identified as "BART to Livermore," constituting the first phase of a San Francisco Bay Area Rapid Transit District ("BART") extension within the I-580 Corridor to serve residents and businesses in that Corridor.

WHEREAS, on May 24, 2018, the BART Board certified the Final Environmental Impact Report for the BART to Livermore project, but declined to approve the project as proposed nor any alternative for the project.

WHEREAS, Assembly Bill (AB) 758, as adopted by the State legislature and signed by the Governor, created the Tri Valley San Joaquin Valley Regional Rail Authority ("TVSJVRRA"), an entity led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal of TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley, to address regional economic and transportation challenges.

WHEREAS, AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance a rail extension in the Corridor, now identified as "Valley Link."

WHEREAS, a key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

WHEREAS, the Valley Link project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (subject to approval of this amendment to the 2014 TEP by the Commission), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

WHEREAS, given that the Valley Link project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (SJRRC), BART, Alameda CTC, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project, as outlined below:

MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.

WHEREAS, the 2014 TEP and Public Utilities Code Section 180207 together provide that the 2014 Plan may be modified if an amendment is approved by a two-thirds vote of the Commission.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended to delete the BART to Livermore Project and all references to that Project;

BE IT FURTHER RESOLVED that the Tri Valley San Joaquin Valley Regional Rail Authority be recognized as an eligible agency for recipient of funds in the 2014 TEP;

BE IT FURTHER RESOLVED that the Valley Link Rail Project in Alameda County with an allocation of $400 Million is placed in the 2014 TEP, described as follows:

This project funds the first phase of a Valley Link rail project from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BE IT FURTHER RESOLVED that the 2014 TEP be amended to include the following specific description of the Valley Link Project:

A proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail. The project is generally shown on the diagram below:

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 28, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

_____ _____

Pauline Russo Cutter, Vanessa Lee,

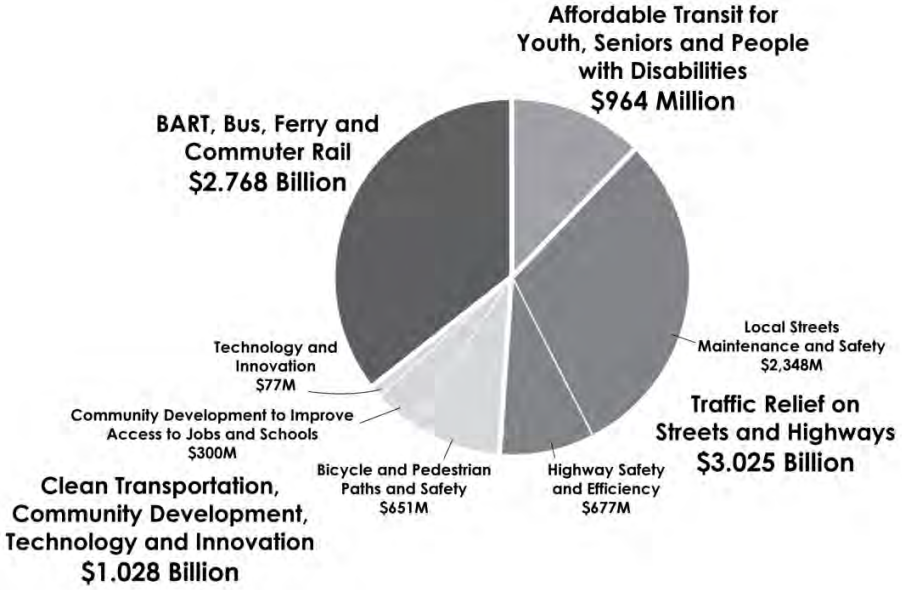
Chair, Alameda CTC Clerk of the Commission

INTRODUCTION

Summary of Investments	FUNDS ALLOCATION* ($ x million)
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	**$1,587**
BART Expansion and Maintenance	$349 ~~$749~~
Bus Operations, Maintenance and Rapid Bus Projects	$1,548
Commuter Rail Improvements	$832 ~~$432~~
Ferry Services in Alameda County	$39
Affordable Transit for Youth, Seniors and People with Disabilities	**$964**
Affordable Youth Transit to School and Transit Innovation	$190
Affordable Transit for Seniors and People with Disabilities	$774
Traffic Relief on Streets and Highways	**$3,025**
City and County Streets*	$2,348
Highway Safety and Efficiency	$677
Clean Transportation, Community Development, Technology and Innovation	**$1,028**
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	$651
Community Development Projects to Improve Access to Jobs and Schools	$300
Technology and Innovation	$77
TOTAL INVESTMENTS (YEAR 2015 TO 2045)**	**$7,785**

Notes:
*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.
**Estimated funds from 2015 to 2045 are anticipated to be almost $8 billion.

$7,785 in Total Investments Year 2015 to 2045



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount ($ x millions)	% of Total Funds
BART, Bus, Senior, and Youth Transit (48%)	Transit: Operations, Maintenance, and Safety Program	AC Transit	$1,455.15	18.8%
		Altamont Commuter Express	$77.40	1.0%
		BART Maintenance	$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	$38.70	0.5%
		Livermore Amador Valley Transit Authority	$38.70	0.5%
		Union City Transit	$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	$15.00	0.19%
		Subtotal	**$1,857.63**	**24%**
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	$232.20	3.0%
		East Bay Paratransit - AC Transit	$348.31	4.5%
		East Bay Paratransit - BART	$116.10	1.5%
		Coordination and Service Grants	$77.40	1.0%
		Subtotal	**$774.01**	**10%**
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	$10.0	**14%**
		Alameda to Fruitvale BART Rapid Bus	$9.0	
		Grand/MacArthur BRT	$6.0	
		College/Broadway Corridor Transit Priority	$10.0	
		Subtotal	**$35.0**	
	BART System Modernization and Expansion	Irvington BART Station	$120.0	
		Bay Fair Connector/BART METRO	$100.0	
		BART Station Modernization and Capacity Program	$90.0	
		~~BART to Livermore~~	~~$400.0~~	
		Subtotal	**$~~710.0~~310.0**	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	$120.0	
		Union City Intermodal Station	$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	$110.0	
		Oakland Broadway Corridor Transit	$10.0	
		Capitol Corridor Service Expansion	$40.0	
		Valley Link	$400.0	
		Subtotal	**$~~355.0~~755.0**	
	TOTAL		**$3,731.64**	**48%**

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.
BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.
All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments. Funds for operations and maintenance will be provided to transit operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing ~~BART~~ rail system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, $1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

Transit Operations and Maintenance Program (21.55% of net revenue, estimated at $1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) $Millions
AC Transit	18.8%	$1,455
ACE	1.0%	$77
BART Maintenance	0.5%	$39
WETA (ferries)	0.5%	$39
LAVTA (WHEELS)	0.5%	$39
Union City Transit	0.25%	$19
Total Transit Operations	**21.55%**	**$1,668**

Affordable Youth Transit Pass Program ($15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at $175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

ACTC_AR2207

BART STATION ~~EXTENSION~~ AND SYSTEM IMPROVEMENTS ($37~~7~~10 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system~~, as well as provide local funding for a proposed BART extension in the eastern part of the county.~~

~~BART to Livermore ($400 M)~~

~~This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.~~

BART Station Upgrades and System Improvements ($310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.

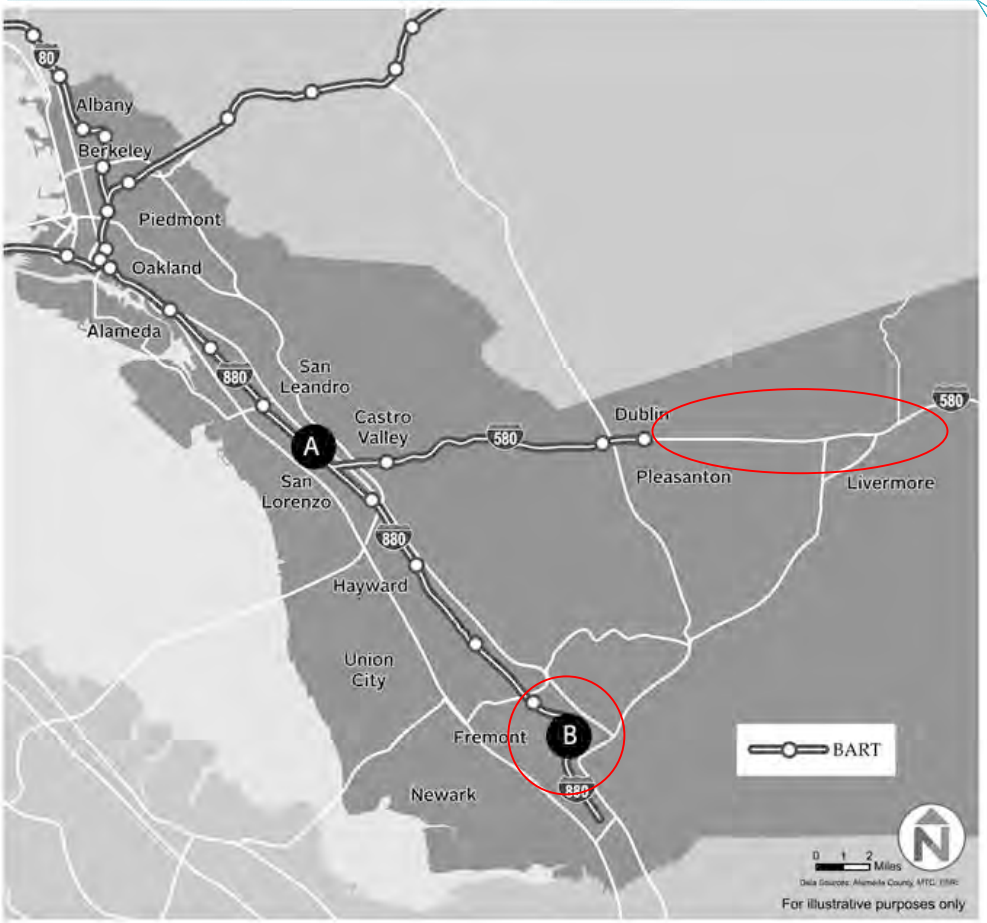


- **The Bay Fair Connector/BART METRO project will receive $100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive $90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.

- **The Irvington BART Station will receive $120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

BART INVESTMENTS



A Bay Fair Connector / BART METRO

B Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities

Commented [ACTC1]: Bottom circle: The new "B" is Irvington BART Station, and below that removal of "C"

Commented [ACTC2]: Top circle: Removal of the original "B – BART Extension to Livermore (within the I-580 corridor)"

Commented [ACTC3]: Middle circle: Change the original "C – Irvington BART Station" to a new "B"

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS ($~~355~~ 755 M)

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Corridor Area Transportation Improvements ($120 M)

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

Union City Intermodal Station ($75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.



Capitol Corridor Service Expansion ($40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

Railroad Corridor Right of Way Preservation and Track Improvements ($110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

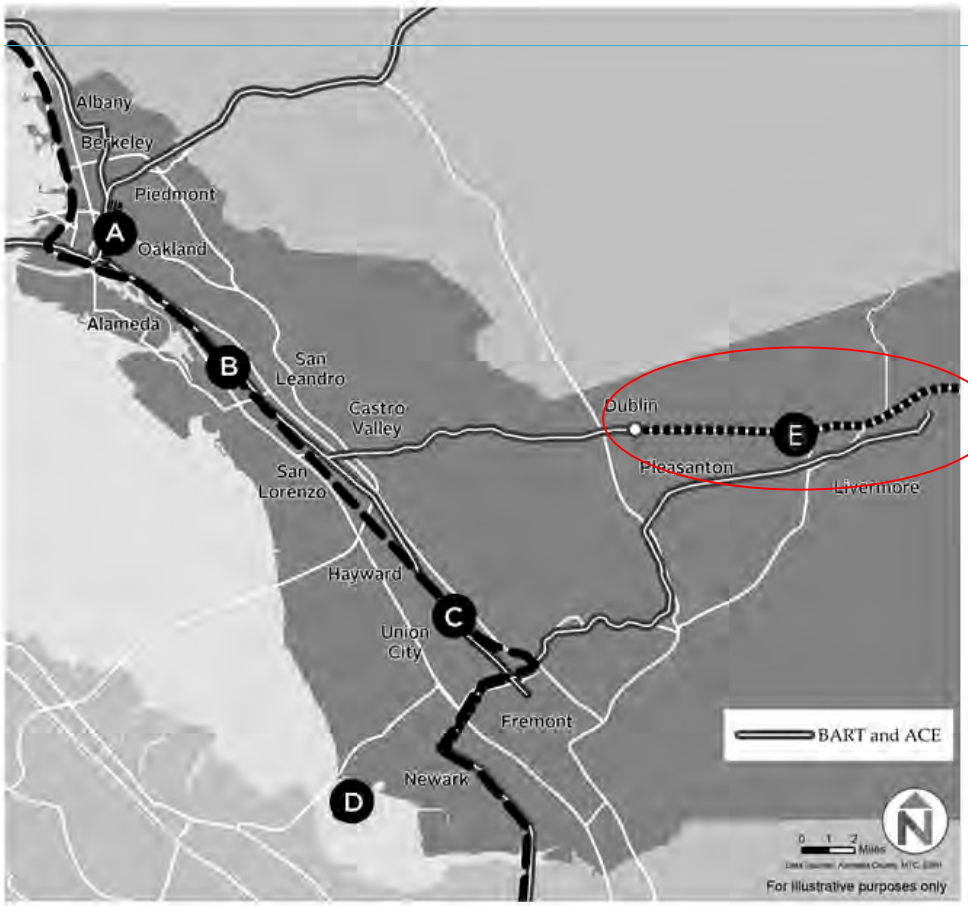
Oakland Broadway Corridor Transit ($10 M)

This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

Valley Link Rail in Alameda County ($400 M)

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



A Broadway Corridor Transit

B Capitol Corridor Service Expansion

C Union City Intermodal Station

D Dumbarton Corridor Area Transportation Improvements

E Valley Link Rail

Not Shown:
- Railroad Corridor Right of Way Preservation and Track Improvements

Commented [ACTC4]: **Both circles:** Addition of "E – Valley Link Rail" on the map and in the legend

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Valley Link

Connecting People, Housing, and Jobs

Fact Sheet

Project Overview

Connecting San Joaquin Valley to the Bay Area. Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

A Seamless Connection to BART. The first phase of service will provide a seamless and timed connection to BART, with service from North Lathrop to the Dublin/ Pleasanton BART station.

Frequent and Reliable Service. Trains will run throughout the day in both directions with the goal of matching BART frequency and hours of operation.

Initial Service Characteristics

	PEAK	OFF-PEAK
Between Dublin/ Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)



As of APRIL 2020

Tri-Valley • San Joaquin Valley REGIONAL RAIL AUTHORITY



By the Numbers

- **9,3500 Bay Area workers** - commuting from San Joaquin Valley today
- **42 Miles** - using existing transportation corridors
- **7 Stations** – Dublin/Pleasanton, Isabel, Mountain House, Tracy, River Islands, North Lathrop
- **78 Minutes** - current average commute each way
- **28 days** – total commute time per year for average commuter
- **75% increase** - commute traffic on I-580 by 2040
- **58% increase** – truck traffic on I-580 by 2040
- **25 daily round-trips** - by Valley Link trains each day in 2040
- **28,000 riders** – estimated in 2040 for Valley Link per day
- **99.4 Million** – reduction in Vehicle Miles Traveled (VMT) per year in 2040
- **33,000 metric tons** – reduction in greenhouse gas emissions (GHG) per year
- **0 Emissions** – battery-electric and hydrogen vehicle technologies under development
- **$2.4 Billion** - cost of Valley Link Phase 1 from Dublin/ Pleasanton BART to North Lathrop, in year of expenditure
- **$628 million** - identified as available for the project:
  - **$400 million** - Measure BB funds
  - **$188 million** - Bridge Toll funds
  - **$40 million - impact fees from the City of Livermore**
- **2027 – target date for Valley Link revenue service**

Project Benefits

Valley Link aims to be a model of sustainability in the design, construction and operation of the system. It is vital to our state's economy, environment and the quality of life in our communities:

- Serves communities and households in the Northern San Joaquin Valley with some of our state's highest poverty rates;
- Promotes equity by maximizing benefits to disadvantaged communities
- Links the Northern California Megaregion's workforce to affordable housing;
- Readily connects our state's future high-speed rail system to BART;
- Provides direct and seamless service to major employment centers in all parts of the Bay Area;
- Provides opportunities for compact transit-oriented development; and
- Will have a significant impact on the reduction of VMT and greenhouse gas emissions.
- Operates on renewable energy

Sources:
Bay Area Economic Institute Valley Link Project Feasibility Report (October 2019)
San Joaquin County Council of Governments

For more information about Valley Link, visit **www.valleylinkrail.com**

Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

Andreas Cluver
Secretary-Treasurer

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Brick & Tile Layers, #3
Carpenters, #713
Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

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opeiu:29/afl-cio

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Bay Area Transportation Working Group (BATWG)

May 11, 2020

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation Committee

Alameda County Transportation Commission (ACTC)

1111 Broadway, Suite 800 Oakland, CA 94607

Dear Commissioner Ortez:

It has come to our attention that the ACTC is thinking of reallocating the Measure BB funds set aside for the Livermore BART connection to "Valley Link". We urge you to desist.

For one thing such an action would make a mockery of what the Alameda County voters voted for in 2016. For another it would deny the people of Livermore the one good way of getting from their city to the East Dublin BART Station.

At the time the BART Board was considering whether or not to put the Measure BB $400 million toward a proposed $3.2 billion BART extension to Greenville Road, BATWG conducted an extensive investigation of the bus alternative. It was our conclusion that in terms of improving the access of the people of Livermore to BART, well-appointed buses (patterned after the privately-operated hi-tech buses) operating in bus-only lanes would be a far cheaper and better option. At the time we envisioned three separate lines originating in separate parts of Livermore all traveling out-of-traffic, at least during commute hours, to the Station.

Sincerely,

Gerald Cauthen
Co-Founder and President,
Bay Area Transportation Working Group
510 208 5441
www.batwgblog.com

Bay Area Transportation Working Group
3001 Ashbrook Court
Oakland CA 94601
www.batwgblog.com

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From:	Angie Ayers
To:	Angie Ayers
Cc:	Tess Lengyel; Vanessa Lee
Subject:	FW: Bike East Bay comments on Valley Link
Date:	Monday, May 11, 2020 12:23:17 PM

Hello Commissioners,

Please see the below public comment for item 5.1.

Regards,
Angie

Angie Ayers, Associate Administrative Analyst
Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607
Phone: 510.208.7450 direct dial | 510.208.7400 main line
Email: aayers@alamedactc.org Website: www.alamedactc.org
Facebook: www.facebook.com/alamedactc Twitter: @alamedactc

From: Vanessa Lee
Sent: Monday, May 11, 2020 12:20 PM
To: Dave(dave@bikeeastbay.org) Campbell <dave@bikeeastbay.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>; Angie Ayers <aayers@alamedactc.org>
Subject: RE: Bike East Bay comments on Valley Link

Received. Thank you.

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Dave Campbell <dave@bikeeastbay.org>
Sent: Monday, May 11, 2020 12:19 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Bike East Bay comments on Valley Link

Commission

We support transit, and possibly this project too, but have questions and concerns around:

1. The lack of public outreach in Livermore to generate support for this project. Measure BB in Livermore did not get a ton of support and BART was controversial. RM3 get even less support in Livermore. We don't want this project to be controversial like the BART project was. The Isabel Neighborhood Plan was controversial too because of BART. Where are the residents of Livermore on this project?;
2. Hour headways off -peak is poor public transit, and is in fact commuter rail. This corridor needs good transit. What can be done to convert this project from commuter rail to good transit?
3. Can we hear more about the financial crisis and how this project is affected? It's concerning to hear a presentation that does not acknowledge the current financial crisis.

Thank you for more clarifying information.

--
Dave Campbell
Advocacy Director
Bike East Bay
****
Office: 466 Water Street at Jack London Square in Oakland
Mail: PO Box 1736, Oakland, CA 94604
Cell: (510) 701-5971
BikeEastBay.org

Learn how COVID-19 is impacting Bike East Bay events and activities.

From:	Vanessa Lee
To:	Angie Ayers
Subject:	FW: Public Comment for item 5.1 at ACTC"s PPLC meeting on Monday 5/11
Date:	Monday, May 11, 2020 11:26:37 AM
Attachments:	hyperlinked_PPLC_Agenda_20200511.pdf

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, May 7, 2020 1:42 PM
To: Vanessa Lee <VLee@alamedactc.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>
Subject: Public Comment for item 5.1 at ACTC's PPLC meeting on Monday 5/11

Hi Vanessa-

I hope you are staying healthy and safe. Considering that I cannot attend next Monday's PPLC meeting in person due to the SIP, please make sure my comments are read into the record for Public Comment as part of agenda item 5.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti
(925) 858-5303

Dear Chair Ortiz and Honorable Commissioners:

On behalf of the Innovation Tri-Valley Leadership Group, I respectfully request for the PPLC to support the Staff recommendation to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. Our Committee worked to ensure that the Expenditure Plan included the fulfillment of plans dating back to the 1960's which envisioned a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. This vision was part of the plan approved by the voters of Alameda County. Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it.

Four years later in May of 2018, the BART Board certified the BART to Livermore EIR but transferred the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley to the Tri-Valley - San Joaquin Valley Rail Authority. The Authority has since completed a Feasibility Report for Valley Link, a project proven to be cost effective and efficient, estimated to carry between 26,000 and 28,000 riders a day in the highly congested I-580 corridor.

With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority that will benefit the environment, the economy and the quality of life of residents and

Bay Area workers. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete the project. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision of Measure BB for rail connectivity in the Tri-Valley, and I urge the Committee to approve the item.

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group
925.858.5303
tsbranti@innovationtrivalley.orgwww.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

May 8, 2020

Elsa Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: PPLC Agenda Item 5.1 – Tri-Valley-San Joaquin Valley Regional Rail Authority Request for 2014 Measure BB Transportation Expenditure Plan Amendment – **SUPPORT**

Dear Chair Ortiz:

I am writing on behalf of the Livermore Valley Chamber of Commerce (LVCC), a business membership organization with nearly 500 members from a cross-section of private/public and non-profit industry sectors that employ nearly 20,000 workers. Ensuring that public dollars are wisely spent and that taxpayers receive a good return on their investment, while responsibly planning, funding, and maintaining and operating our transportation system is a key policy priority for LVCC.

LVCC supports the above referenced item, advancing the efforts to close the gap in the I-580 corridor for an urgently needed and long-awaited, effective rail connection between Livermore and the Dublin/Pleasanton East BART station. I reiterate the support formerly expressed by LVCC over many years for planning and funding support for such a project. LVCC appreciates the wisdom of the leaders of the Alameda County Transportation Commission in designating significant funding in Measure BB (which was supported by LVCC) to provide for a future rail connection in this corridor. In light of events that have transpired since the approval of BB, your prudent actions necessary to amend the expenditure plan to accommodate the request by the Tri-Valley-San Joaquin Valley Regional Rail Authority is welcomed and appreciated. LVCC recognizes and strongly supports the efforts of the TVSJRRA to effectively deliver a rail connection project in this corridor within the next few years.

We look forward to moving forward with this initiative and this project, and stand ready to support you in this action.

Respectfully,
Dawn P. Argula
Dawn P. Argula
CEO/President

C: Scott Haggerty, First District Supervisor, Alameda County BOS
Tess Lengyel, Executive Director, Alameda County Transportation Commission
Michael Tree, Executive Director, Valley Link
John Marchand, Mayor, City of Livermore

Livermore Valley Chamber of Commerce
2157 First Street Livermore CA 94550
925.447.1606
www.livermorechamber.org

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SIERRA CLUB
SAN FRANCISCO BAY

Serving Alameda, Contra Costa, Marin and San Francisco counties

May 11, 2020

Via email to: vlee@alamedactc.org

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation (PP&L) Committee
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: PP&L Agenda item #5.1 – Approve Tri-Valley- San Joaquin Valley Regional Rail Authority (TVSJVRRA, aka Valley Link) Request for a 2014 Measure BB Transportation Plan Expenditure (TEP) Amendment

Dear Chair Ortiz and Members of the PP&L Committee:

On behalf of our more than 13,500 members in Alameda County, the Sierra Club writes to respectfully express great concern about Item #5.1 on your Agenda for Monday May 11, 2020. We believe that there are far too many issues and questions that should be addressed before the recommended actions move forward.

We recognize that the proposed actions before your Committee are just the beginning of a process to reprogram the sales tax funds that were approved by voters for "BART to Livermore." But as set forth in the staff memo, the proposed actions, and their timing, would establish dangerous precedents for lack of planning and financial responsibility. There is simply no need to rush into the proposed actions, particularly in the context of the current health and financial crises being faced by the State and local communities. Why not first take time for responsible analysis and an opportunity to see if-how-and-when recovery is able to occur, before committing funds that may not materialize for years to come?

Every responsible forecast is anticipating that "the future of work" will be different, post-pandemic, than we have ever been experiencing previously. Why base such a massive investment of public funds on what is already and at best "old data?"

The first Agenda request is that the TVSJVRRA be acknowledged as a new agency in Alameda County that can be an eligible recipient of Measure BB funds. While this

2530 San Pablo Ave., Suite I, Berkeley, CA 94702 Tel. (510) 848-0800 Email: info@sfbaysc.org

should be the least controversial element of the requests, nothing in the staff memo identifies the potential magnitude of impacts on other Measure BB transit recipients. There is no operating budget provided in the Committee materials. Can taxpayers and pre-pandemic passengers be assured that this new system will not become a drain on other, voter-approved transit agencies in the County?

The second and third requests would remove "BART to Livermore" from the TEP and substitute Valley Link with no consideration of possible alternatives – why? The project list for Measure BB was the result of years of input and deliberation by Community and Technical Working Groups. Why not have a full and fair competition for alternative uses of these funds, throughout the full list of "BART, Bus, Senior, and Youth Transit" options identified as the relevant "Type" on page 3 of the TEP (page 24 of the Committee packet), especially with the enormous uncertainties facing projections for both traffic and funding revenues?

Implementing Guideline 22 of the Measure BB TEP is surprisingly omitted from the staff memo, but supports this broadened approach, stating:

> **22. Fund Allocations**: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

Even the language from AB 758 (Eggman/Baker, PUC section 132658) that is quoted in the "superseded" request dated September 11, 2019, recognized that there was no entitlement to the "local funds controlled by the Alameda County Transportation Commission."

It should also be noted that the proposed description and conditions regarding Valley Link delete and/or change significant descriptive and cautionary language (which was carefully negotiated and voter-approved) before funds may actually be "used." The text below sets forth full "before and after" language in a single view for the information of Commissioners and the public:

> ~~BART to Livermore ($400 M)~~
> Valley Link rail in Alameda County ($400 M)
>
> This project funds the first phase of a ~~BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ Valley Link rail extension from the existing Dublin/ Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.

> Funds are for construction for any element of this first phase project and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an ~~detailed~~ alternative assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Why are voter and environmental protections proposed to be removed for this new project? Do Commissioners really think this is wise and appropriate? Why not, at a minimum, wait until the requisite Environmental Review is both released in draft form and then completed? – This critical document is already a year behind the previous schedule.

Where is the San Joaquin County commitment to support their own residents who are likely to be the primary beneficiaries of this project? The proposed resolution merely states that:

> SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from ***future*** measures and state funds. **(emphasis added)**

Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and operations for this multi-county project. “Leveraging” of other funds should, at a minimum, be based on full and fair participation from designated “partners.”

Several places in the proposed “amendments” describe Valley link as “Commuter Rail," despite the fact that it is proposed to operate throughout the day. Subsection 49 CFR 37.3 in relevant part defines “commuter rail” as

> *Commuter rail transportation* means short-haul rail passenger service operating in metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fare, multiple ride, and commutation tickets and by morning and evening peak period operations. This term does not include light or rapid rail transportation.

Is this an attempt to obviate or avoid an obligation for ADA complementary paratransit service for passengers, or attempted passengers, who may have difficulty using the train service?

We must also ask if ACTC or Valley Link have informed MTC and ABAG that the proposed project will facilitate inter-regional commuting, contrary to the intent of SB 375 and the Bay Area's Sustainable Communities Strategy.

This message sets forth only some of the most obvious concerns about the proposed Measure BB actions. There are certain to be more, but disclosure by ACTC and Valley Link should not be delayed until the end of the requisite "public comment" period. The Sierra Club respectfully requests, and urges at a minimum, that the questions and issues noted above be addressed before any Commission action to consider Valley Link's requests. To do any less would call into question Commissioners' significant public service obligations to Alameda County voters, taxpayers, and residents. We look forward to working with you and ACTC staff to consider a full range of responsible uses of Measure BB funds. If you have any questions, or desire further information, please do not hesitate to contact Matt Williams at mwillia@mac.com.

Sincerely,

ss/
Matt Williams
Chair, Chapter Transportation and Compact Growth Committee

ss/
Dick Schneider
Chair, Chapter Tri–Valley Group Executive Committee

ss/
Eric Parfrey
Volunteer Leader, Mother Lode Chapter

Cc: Sierra Club California Director Phillips
San Francisco Bay Chapter Executive Committee Chair Bolotina
San Francisco Bay Chapter Director Berbeco

Memorandum 8.1F: Handout

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

DATE:	May 28, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy Vanessa Lee, Clerk of the Commission
SUBJECT:	Additional Public Comment Submissions regarding the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP)

Please find all written public comments received for the May 28, 2020 Commission meeting Item 8.1: Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan that were submitted after the Commission packet was distributed and were received by the 5 p.m. deadline notice on the agenda. These comments are in addition to those already distributed at Attachment E to item 8.1 in the Commission meeting materials. (*listed in alphabetical order):*

- Alameda County Taxpayers Association
- BART (1)
- BART (2)
- Bay Area Council
- Bay Area Transportation Working Group
- Building & Construction Trade Council of Alameda County
- Chabot-Las Positas Community College
- City of Dublin
- City of Livermore
- City of Pleasanton
- Innovation Tri-Valley Leadership Group
- Laborers' Local 304
- Livermore Amador Valley Transit Authority
- Pleasanton Chamber of Commerce
- Train Riders Association of California

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From:	Marcus Crawley
To:	Vanessa Lee
Subject:	Tri Valley $400 million
Date:	Saturday, May 23, 2020 7:59:43 AM

Pauline Cutter, Chair, and ACTC Commissioners May 22, 2020
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)

Dear Chair Cutter:

The Alameda County Taxpayers Association (ACTA), a 501(c)(4) organization, represents the taxpayers of this County in advocating legal and productive expenditures of taxpayer funds. As such, ACTA is a statutory appointer of a member of the ACTC Independent Watchdog Committee.

Alameda County Taxpayers Association [ACTA] is troubled by plan to transfer $400 million BART funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority. The Alameda County voters approved the Special Tax of Measure BB and to be dedicated for Alameda County transportation projects such as the BART to Livermore extension. The foremost consideration of ACTC must be the will of the voters. ACTC must narrowly construe the intention of the voters regarding the 'specific purposes' of the Measure BB special sales tax. The voters did not contemplate that the Measure BB taxes would single-handedly fund multi-county projects in the absence of funds contributions from other counties. When the Tri-Valley Authority has produced its share of the project funding, the ACTC can plan how to spend Tri-Valley Authority funds. ACTA will vigorously oppose any plan to divert these funds away from a voter-approved project.

For the present ACTC must demonstrate that it can plan a viable project by solving the BART to Livermore extension. This Committee must demonstrate leadership and build consensus on existing Alameda County projects, not leap ahead to the next glorious project that has not even been planned. As a first step in leadership, the committee should use its power to make the promised annual audits of Measure BB expenditures a reality.

We call on ACTC to table this action until such time as a proper study be made of this project and the logical alternatives, including a long-haul commuter express bus network for both Eastern Alameda County along the I-580 Corridor and over the hills from the Central Valley. We certainly have no objection to working jointly with Central Valley governments and other interest groups on a project of mutual benefit. However, we do not understand why ACTC is proposing that the Alameda County taxpayers be the first to transfer funds approved by the voters to benefit primarily Alameda County residents to a project that would instead primarily benefit residents of other counties – particularly since there is no commitment from those counties, or even an idea of when such a commitment might be made.

The $400 million was originally approved by the voters as part of Measure BB in 2014 for a BART extension to Livermore. The BART Board elected not to pursue this, so we agree it is proper to study other transportation improvements in this corridor – but, we believe that the first priority should be for what the voters intended, benefits for the residents and travelers along the I-580 corridor in the Eastern Tri-Valley area.

We do not object to the study of rail alternatives in this corridor and into the Central Valley, either BART or commuter/inter-city rail. But, in our role as a taxpayer advocate, we believe that it would be improper to advocate for rail unless and until a proper, unbiased study fairly considers other options, including a bus system on dedicated lanes, that could require far less taxpayer dollars and could be completed much faster. If the study shows that Valley Rail is the best option and is fair to the taxpayers and the traveling public, and is feasible, then ACTC should consider this $400 million reallocation at that time.

We do not understand the necessity nor the benefit of making this decision so early in the planning process.

I will be commenting on this matter at the Commission meeting.

Thank you for your consideration of the position of the Alameda County Taxpayers Association on this important matter before the Commission.

Respectfully submitted,

Marcus Crawley -President of

ACTA

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As BART Director (District 5) and representative for my constituents and taxpayers in the Tri-Valley area, I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades. The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

I urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

John McPartland
BART Director, District 5

www.bart.gov

Cc: BART Directors and Board Appointed Officers
Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
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2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

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4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
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7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

Via Email

Mayor Pauline Cutter, Chair
c/o Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 95607
vlee@alamedactc.org

RE: Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request

Chair Cutter:

Thank you for the opportunity to comment on the above referenced item. On behalf of the San Francisco Bay Area Rapid Transit District (BART), I would like to express support for beginning a 45-day comment period on the proposed amendment to the 2014 Measure BB funded TEP, as described in the staff memorandum.

In May 2018, the BART Board of Directors certified the Final Project EIR for the BART to Livermore extension, and directed staff not to advance a specific project in the Tri-Valley. Pursuant to AB 758 (Baker), the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) at that point assumed responsibility to advance a rail project in the corridor. Since then, BART staff have been engaged with the TVSJVRRA throughout project feasibility and initial design and environmental assessments of the proposed Valley Link Rail project, and this coordination continues.

Because of this, BART supports the action to begin the public comment period for the amendment to the TEP naming the TVSJVRRA as an eligible recipient of Measure BB funds and specifically naming the Valley Link project in place of BART to Livermore. It is important to hear from Alameda County residents and other stakeholders. The District anticipates submitting a more detailed set of comments during the official 45-day comment period that this action will kick-off.

Please do not hesitate to contact me or my staff with any additional questions.

Sincerely,

Robert M. Powers
General Manager

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BAYAREA COUNCIL
Shape the Future

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Jim Wunderman

Jim Wunderman
President & CEO
Bay Area Council

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

Bay Area Transportation Working Group

May 23, 2020

Pauline Cutter, Chair, and ACTC Commissioners

Alameda County Transportation Commission

1111 Broadway, Suite 800

Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda Item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)"

Dear Chair Cutter:

The Bay Area Transportation Working Group (BATWG) is an Oakland-based 501(c)(3) composed of senior transportation experts and advocates with centuries of collective experience in California, Bay Area, and Alameda County transportation issues and projects.

At BATWG's May 21, 2020 meeting there was a discussion of the proposed diversion of Alameda County Measure BB funds to Valley Rail. After the discussion the vote was unanimous; we believe this action would be inappropriate and unwise.

What Valley Rail needs most right now is a full, proper, and unbiased study of its feasibility – including projected ridership, cost-effectiveness and identified sources of funding, all in comparison with the other transportation options for the corridor and all taking the changes brought on by COVID into full account.

In 2017, when the question how to use this $400 million was before the BART Board, the BART staff recommended a significantly upgraded bus option on grounds that it would better serve the transportation needs of Pleasanton and Livermore than an expensive 10-mile extension of BART to Livermore's Greenville Road would. BATWG strongly supported the staff's recommendation and subsequently submitted a list of proposed bus system enhancements.

The original BART Extension project approved by the Alameda County voters was intended to benefit the people of Alameda County, including the residents of

Pleasanton and Livermore Area and those traveling to those cities from more westerly Alameda County locations. Obviously, this was a project that the Alameda County taxpayers were willing to support because the vast majority of the benefits would accrue to Alameda County residents and taxpayers. Valley Rail, which includes five stations in the Central Valley and only three in Alameda County, is intended to primarily benefit non-Alameda County residents.

There is no reason or justification for diverting $400 million in BB funds to Valley Rail at this time.

The Bay Area Transportation Working Group looks forward to working with the ACTC in working to improve transportation in the I-580 Corridor.

Respectfully submitted,

Gerald Cauthen PE

President and Co-founder

Bay Area Transportation Working Group (BATWG)

510 208 5441

www.batwgblog.com

Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

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Carpenters, #2236
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Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

May 26, 2020

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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CHABOT
LAS POSITAS
COMMUNITY
COLLEGE
DISTRICT

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The CLPCCD and, especially Las Positas College, as evidenced by our MOU with LAVTA, recognize the value of public transportation in meeting sustainability goals and facilitating travel to and from the college. Specifically, the largest benefactor of these two projects will be Las Positas College, and the community we serve which encompasses over 9,200 students and 500 employees. Our research shows that our public transportation usage average is 10,000 individual rides per month and nearly 500 students take the bus each business day. Of our total student population, 20% take classes at both campuses. A rail extension to Livermore would support and facilitate the needs of student populations from both the Tri-Valley and 880/580 corridors. We know there is still a great need for additional public transportation options for all of our students and employees.

CLPCCD provides educational opportunities and support for completing of students' transfer, associate degree, basic skills, career technical education, and retraining goals. We serve, annually, approximately 29,000 students. Our employees and students use public transportation to get to and from their homes to our places of work.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Ronald P. Gerhard
Chancellor

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

CHABOT-LAS POSITAS COMMUNITY COLLEGE DISTRICT BOARD OF TRUSTEES

Edralin J. "Ed" Maduli, President
Genevieve Randolph, Secretary
Hal G. Gin, Ed.D.
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Tim Sbranti

Ronald P. Gerhard, Chancellor

OFFICE OF THE CHANCELLOR

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DUBLIN
CALIFORNIA
THE NEW
AMERICAN
BACKYARD

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Linda Smith
E33836CEEC044E0...

Linda Smith
City Manager, City of Dublin

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
925.833.6640
Fire Prevention
925.833.6606
Human Resources
925.833.6605
Parks & Community Services
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Police
925.833.6670
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Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

LIVERMORE
CALIFORNIA

May 28, 2020

The Honorable Pauline Russo Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Agenda Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. Position of support.

Dear Chair Cutter:

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire County by reducing traffic over the Altamont Pass and through the congested I-580 and I-680 corridors. An estimated 93,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses, teachers, and people employed in manufacturing in the Tri-Valley and throughout Alameda County. Many of these Bay Area workers have been priced out of the communities they serve by rising housing costs and are suffering through an average 78-minute commute each way.

The environmental benefits of Valley Link are significant. Valley Link offers a rail alternative for those commuting by automobile. An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles

Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year.

Valley Link supports construction of badly needed affordable housing. Through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The Isabel Neighborhood Specific Plan, developed around the Valley Link station at Isabel Avenue, includes 4,095 new multifamily housing units with a mandatory 20% minimum affordable requirement with an overall goal for 25% affordable units in the Plan area.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will help ensure that this vital project can move forward to benefit the entire County and that commitments to the Tri-Valley are finally met.

Sincerely,

John Marchand

John Marchand
Mayor

cc: Supervisor Scott Haggerty
Tess Lengyel, ACTC Executive Director

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THE CITY OF
PLEASANTON

May 26, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that all of our Tri-Valley residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

P. O. Box 520, Pleasanton, CA 94566-0802 **123 Main Street**

City Manager
(925) 931-5002
Fax: 931-5482

City Attorney
(925) 931-5015
Fax: 931-5482

Economic Development
200 Old Bernal Avenue
(925) 931-5038
Fax: 931-5476

City Clerk
(925) 931-5027
Fax: 931-5492

DocuSign Envelope ID: 204908FC-3263-4FFD-9E9A-326AE97BA60A

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Nelson Fialho
9B5F9FFD0C8544D...

Nelson Fialho
City Manager

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Pleasanton City Council

From:	Tim Sbranti
To:	Vanessa Lee
Subject:	Public Comment for Item 8.1 at ACTC meeting on Thursday 5/28
Date:	Tuesday, May 26, 2020 11:26:55 PM

Hi Vanessa-

I hope you are doing well. Please make sure my comments are read into the record for Public Comment as part of agenda item 8.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti

Dear Chair Russo Cutter and Honorable Commissioners:

On behalf of the business and civic leaders who comprise the Innovation Tri-Valley Leadership Group, please support the Staff recommendation and the unanimous decision from PPLC to amend the Measure BB Transportation Expenditure Plan and replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. As Commissioner Haggerty pointed out at the PPLC meeting, a deliberate decision was made to ensure that priorities of leaders in each of ACTC's 4 planning areas were included in the measure. The priority in 2014 remains the same as it was 50 years as it is today.....establishing a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision approved by the voters of Alameda County for rail connectivity in the Tri-Valley.

Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it. Considering that the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley was transferred in 2018 from BART to the Tri-Valley - San Joaquin Valley Rail Authority, now is the time to transfer the funds as well for rail in the Tri-Valley. In recent months, the Authority has completed a Feasibility Report for Valley Link, a project proven to be cost-effective and efficient, estimated to carry between 26,000 and 28,000 riders a day to relieve gridlock in the highly congested I-580 corridor. With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority and the time to act is now.

Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with state, federal and private funding to complete the much-needed project, and we hope that you will

fulfill the original vision and meet present and future needs of the County by approving the item.

--

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group

www.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

From:	Rafael Gonzalez
To:	Vanessa Lee
Subject:	Valley Link
Date:	Tuesday, May 26, 2020 10:10:41 AM

Good morning. I am writing to you in support of the Valley Link project and the proposed funding of that project. As a representative of thousands of workers who commute from the Central Valley into the Bay Area, and as someone who does that same commute, I can attest to the importance of the Valley Link Rail System. I moved to Tracy, about 20 years ago and I have seen firsthand the increase in commuter traffic. All the experts agree that this will only continue to increase as time goes on. This will result in more time on the road, which increases the carbon footprint of each individual commuter. Valley Link provides a safe alternative from the Central Valley to the Bay Area, reducing the amount of vehicles on the road, which in turn results in lower commute times, carbon emissions, and stress levels!

Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.

The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.

For these reasons and other, I humbly ask that you consider having the Tri-Valley – San Joaquin Valley Regional Rail Authority recognized as an agency eligible for Measure BB funds (agency hadn't been created when Measure BB was approved). We are also seeking to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project. This will put $400 million in Measure BB funds into the control of the Valley Link Board.

I thank you for your consideration.

Rafael Gonzalez
President/ Field Representative
Laborers' Local 304
(510)581-9600 (office)
(510)432-2827 (mobile)

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Livermore Amador Valley
TRANSIT AUTHORITY

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

David G. Hudson

Cc: Alameda County Transportation Commission members
Tess Lengye!, ACTC Executive Director

1362 Rutan Ct., Ste. 100 | Livermore, CA 94551
O. (925) 455-7555 | F. (925) 443-1375
wheelsbus.com

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PLEASANTON CHAMBER of COMMERCE

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I am writing to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to eventually advance rail connectivity to the San Joaquin Valley. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are finally met.

Sincerely,

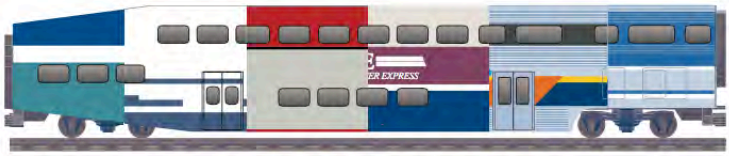
Steve Van Dorn
President & CEO

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

www.pleasanton.org
777 Peters Avenue • Pleasanton, CA 94566 • Phone: (925) 846-5858 • Fax: (925) 846-9697

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TRAC
Train Riders Association of California



1025 Ninth Street Suite 223
Sacramento CA 95814-3516

(916) 557-1667
www.calrailnews.org
president@calrailnews.org

Officers

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Contra Contra County

May 26, 2020
Submitted to:
contact@
alamedactc.org

Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Agenda Item # 8.1, May 28 Meeting
Measure BB Exp. Plan Amendment

Dear Chair Cutter:

The Train Riders Association of California ("TRAC") is a statewide rail advocacy organization that has worked since 1984 to improve passenger rail service in California. TRAC has been involved in passenger rail planning for the Altamont Corridor for at least two decades. We have made presentations to the Valley Link Board and participated in their public meetings.

We write today to urge your Board to defer action on amending the Expenditure Plan for Measure BB until you receive an environmental impact report for Valley Link, which is nearing completion. The Administrative Draft was under review last October, and the Draft EIR is now scheduled for public review in September 2020. TRAC suggests the following reasons for deferral of this agenda item:

1. Without a certified EIR, there is no evidence to support the claim that the proposed Valley Link project will provide meaningful benefits to Alameda County taxpayers. The Commission has a special duty to taxpayers to make an affirmative finding of benefit, under Section 14 of the Expenditure Plan Guidelines:

> **No Expenditures Outside of Alameda County**: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. (emphasis added.)

2. From its inception, this project raised serious questions as to whether BART would be able to handle the additional passengers that Valley Link would transport from the Central Valley. The EIR

should resolve that question. If Valley Link were projected to make overcrowding on BART even worse, that would have serious implications as to whether the project could reasonably be judged as benefitting Alameda County residents.

3. An EIR would determine whether Valley Link would result in the construction of any infrastructure or station that would be inconsistent with the land use-constraining provisions of Alameda County year 2000 Measure D. On a related topic, an EIR will provide information on the Valley Link project's compliance with the County's Gateway Policy.

4. As the largest single capital project in Measure BB, BART to Livermore was the marquee project. Because of that special status, it demands special treatment above and beyond the 2/3 majority required for an amendment. This is not some minor project. Amending the Plan to include this project changes the entire profile of the measure, because the voters never gave their support to the Valley Link project. There is no evidence that the voters of the Tri-Valley, which did not support Measure BB, would support Valley Link.

5. Because Measure BB resulted in financial trade-offs between the Tri-Valley and the North County cities through a reweighting of the basic allocation formula for local streets and roads, the entire Expenditure Plan would need to be reopened to assure fairness for all jurisdictions.

6. Other alternative projects, including several that TRAC has advocated for, would potentially be far more cost-effective in providing the service that Valley Link seeks to offer. In particular, the $1+ billion dollar cost of the I-580 relocation is merely a utility relocation, offering no transportation benefit to taxpayers.

Thank you for considering these comments.

Sincerely yours,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President, TRAC

ALAMEDA County Transportation Commission

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

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Mayor Pauline Russo Cutter
City of San Leandro

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Executive Director
Tess Lengyel

May 28, 2020

Mayor Pauline Russo Cutter
City of San Leandro
835 E. 14th Street
San Leandro, CA 94577

Via Email: pcutter@sanleandro.org

Re: Alameda County Transportation Commission 2014 Measure BB Transportation Expenditure Plan Amendment Comment Period

Dear Mayor Cutter,

In November 2014, voters in Alameda County approved Measure BB, authorizing an extension of the existing transportation sales tax (Measure B), administered by the Alameda County Transportation Commission (Alameda CTC). The 2014 Transportation Expenditure Plan (2014 TEP) guides the investments of Measure BB revenues toward capital projects and programs that improve the countywide transportation system.

On May 28, 2020, the Alameda CTC Commission voted to initiate a comment period for comments by jurisdictions in Alameda County on a proposed amendment to the 2014 TEP to replace the BART to Livermore project with the "Valley Link" project. The 2014 TEP Implementing Guidelines specify that all jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

Proposed Amendment

In September 2019, the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) requested that Alameda CTC amend the 2014 TEP to replace the BART to Livermore project that is in the 2014 TEP with the Valley Link rail project, and transfer the associated $400 million that was identified for BART to Livermore to the Valley Link project. The TVSJVRRA was created in 2017 by the State Legislature (Assembly Bill 758) for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County. In 2017, BART released the Draft Environmental Impact Report for the BART to Livermore project, which had been under consideration for many years. In May 2018, the BART Board voted to certify the Final EIR and also passed a motion directing the BART General Manager to not advance an alternative, effectively

passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The amendment that has been requested to be made to the 2014 TEP includes the following key elements:

1. Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds.

2. Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.

3. Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.

4. Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above.

A detailed description of the proposed amendment and background can be found in the attached Alameda CTC Commission staff report.

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP) that is proposed to be removed:

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies

and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP, as detailed in the attached Alameda CTC Commission staff report.

Comment Period

On May 28, 2020 the Alameda CTC Commission voted to initiate the comment period. The 45-day comment period closes on July 13, 2020. Given the current shelter in place in effect in Alameda County, comments can be submitted electronically to: tepamendment@alamedactc.org, or by mail to the ACTC office.

Email: tepamendment@alamedactc.org, or

Address: 1111 Broadway, 8th Floor
Oakland, CA 94607

After the 45-day comment period, Alameda CTC staff will review and analyze the comments received and present the proposed amendment and comments to the Alameda CTC Planning, Policy and Legislation Committee for consideration and recommendation to the full Commission for action. To modify and amend the TEP, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners.

If you have any questions regarding this item, please contact me at tlengyel@alamedactc.org or 510.208.7402.

Sincerely,

Tess Lengyel
Executive Director

Attachment: May 28, 2020 Alameda CTC Commission Staff Report

cc: Jeff Kay, City Administrator
City of San Leandro
jkay@sanleandro.org

Deborah Cox, Commissioner
City of San Leandro
dcox@sanleandro.org

Memorandum

8.1

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

DATE:	May 21, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Recommendation

It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request (Attachment A) for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and 4) make associated technical amendments. Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. This is an action item and requires 2/3 approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Summary

The 2014 Measure BB TEP included $400 million for BART to Livermore. Since that time, a significant number of developments have occurred on the project and in the project area, as detailed in the Project Background section of this memo. The TVSJVRRA was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

In 2017, BART released the Draft Environmental Impact Report for BART to Livermore. In May 2018 the BART Board voted to certify the Final EIR. The Board also passed a motion directing the General Manager to not advance an alternative, effectively passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The TVSJRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the $400 million from the BART to Livermore TEP project to Valley Link. The TEP amendment process, as detailed later in this memo, requires a 45-day comment period by jurisdictions in Alameda County. This recommended action would authorize the initiation of the 45-day comment period. Staff will then return to PPLC and the Commission after the completion of the comment period for final action on the proposed TEP amendment. Once a final amendment is recommended to the Commission after the comment period, a 2/3 vote by the Commission is needed per the TEP Implementing Guidelines.

The proposed amendment includes the following elements, which are documented in Attachments B and C:

1) Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds (Attachment B, Plan Amendment Resolution).
2) Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.
3) Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.
4) Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above (as shown in Attachment C, TEP Redline Markups).

Project Background

A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years, there have been efforts by many residents, local elected officials, and other stakeholders to extend the BART alignment to Livermore, including planning, funding and project development efforts.

Regional and State Rail Planning

In 2007, the San Francisco Bay Area Regional Rail Plan developed by the Metropolitan Transportation Commission (MTC) identified the BART to Livermore extension as an important inter-regional rail connection. The Regional Rail Plan envisioned that BART should connect to the ACE train service in Livermore in order to provide a reliable and fast transit option for the growing congestion over the Altamont Pass and along the I-580 corridor. The importance of rail service between the Tri-Valley and San Joaquin Valley was reiterated in the 2018 California State Rail Plan, which calls for a Tri-Valley rail hub and increased rail frequencies and connectivity over the Altamont Corridor.

BART to Livermore Project

By the 1980s, the extension of BART further east in the Tri-Valley was already under serious consideration. In the mid-1980s, BART purchased a potential site for a future station near the Isabel Avenue and Interstate 580 interchange and a site in the vicinity of Greenville Road and Interstate 580 for purposes of preserving land for a potential station and yard/maintenance facility. In 1997, the Dublin/Pleasanton line was opened, with a West Dublin station added in 2011.

Numerous local and regional transportation measures have included support for BART to Livermore, starting with the 1986 Alameda County Measure B, which included $170 million for a "Rail extension to Dublin Canyon". The 2000 TEP included funding of $8.7 million for "I-580 Corridor/BART to Livermore Studies". Measure BB included $400 million in the 2014 TEP for "BART to Livermore". The project also received Regional Measure 1 bridge toll funding to advance planning and environmental work. In June 2018, Bay Area voters approved Regional Measure 3, which includes $100 million for "Tri-Valley Transit Access Improvements."

In 2010, after two years of analysis, BART completed a Program Environmental Impact Report (EIR) that evaluated the feasibility of five potential station sites and 10 different alignments for the BART to Livermore extension. In 2012, the BART Board of Directors directed its staff to advance the conceptual engineering and environmental review of a one-station extension to Isabel Avenue (Proposed Project), as well as to coordinate with the City of Livermore on the land use planning around the future station site.

In 2014, Alameda County voters approved Measure BB to fund the 2014 TEP, which includes $400 million in dedicated funding for the BART to Livermore extension. Measure BB commits funds to support construction of the extension of BART in the I-580 corridor using the most effective and efficient technology.

On July 31, 2017, BART released the Draft Project EIR evaluating the Proposed Project and alternatives. In May 2018, BART released the Final Project EIR. The BART Board certified the Final Project EIR on May 24, 2018 and directed staff to not advance a specific project.

As major transportation project planning and analysis was underway, cities also advanced land use planning around future rail service. The City of Livermore prepared the Isabel Neighborhood Plan and program-level EIR for development around a new station. The Livermore City Council adopted the Isabel Neighborhood Plan and certified the EIR for the Plan in May 2018.

ACEforward Program

The San Joaquin Regional Rail Commission (SJRRC) ACEforward program outlined a vision for a phased rail infrastructure and service improvement plan to increase frequency, increase service reliability, and enhance passenger facilities along the existing ACE service corridor from San Jose to Stockton, and to extend ACE service to Modesto and Merced. The (SJRRC) released a Draft EIR in May of 2017 that was later rescinded; however, the technical

documents developed by the SJRRC for the ACEforward Draft EIR were made available to the TVSJVRRA for advancement of the Valley Link Project Feasibility Report and Draft EIR.

Creation of TVSJVRRA

In 2017 Assemblymembers Catharine Baker and Susan Eggman authored AB 758, which created the TVSJVRRA. The TVSJVRRA is led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal established for the TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system that reflects regional consensus and meet the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with a feasibility report.

AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance the project per AB 758. The TVSJVRRA adopted several goals and policies to guide the development of the project.

A key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

TVSJVRRA Adopted Project Goals:

The following goals were adopted by the TVSJVRRA to address identified regional and economic and transportation challenges:

- Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs.
- Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction, and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link Project Development Policies

The TVSJVRRA adopted several policies to guide the development framework of the project, including the following sustainability and transit-oriented development policies:

- Sustainability Policy: Identifies implementing strategies to achieve a zero emissions system. The adopted Sustainability Policy includes a commitment to encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households. It further directs maximizing benefits to these communities and households in the project planning and design of Valley Link. Four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities.
- Transit Oriented Development (TOD) Policy: Support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:
    - Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
    - Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently submitted by the City of Livermore to MTC/ABAG as a new PDA.

Valley Link Project Description

Valley Link is a proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail services between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

Attachment D includes a summary fact sheet and diagram of the proposed project.

The project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021 respectively.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (per a 2014 TEP amendment), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

Other Agency Actions

Given the project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, the San Joaquin Council of Governments (SJCOG), SJRRC, BART, Alameda CTC and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project:

- MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Resolution Number 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.
- SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.
- BART: BART has committed staff to directly lead the early development of the project due to its expertise in developing and delivering similar projects, such as the e-BART extension to Antioch.
- Alameda CTC, the SJRRC and Caltrans have provided technical reviews of preliminary design plans and documents. In addition, the TVSJRRA is in discussion with the City of Tracy regarding donation of a key 200-acre parcel under City of Tracy ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $20 million and is currently being appraised.

Project Considerations

The project construction will have significant impacts on the I-580 Express Lanes, with major impacts anticipated during construction. The TVSJVRRA staff have been working with Alameda CTC, as well as Caltrans, to identify design and construction considerations. Alameda CTC staff have held several workshops with the project design team to evaluate the preliminary design plans and will continue to be engaged through the ESC and technical groups to provide policy and technical feedback during design development to ensure minimal impacts to the I-580 Express Lanes. Alameda CTC will continue to work closely with the TVSJVRRA as the project design advances, and will also conduct financial analysis to understand potential impacts to toll revenues during construction to ensure revenue losses are addressed.

Proposed Amendments

The amendment that has been requested to be made to the 2014 TEP includes two elements as follows:

- Amend to include the new entity of the TVSJVRRA
- Amend to include the Valley Link Project for $400 million

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP):

BART Extension and System improvements ($710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as provide local funding for a proposed BART extension in the eastern part of the county.

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP. The proposed changes include moving the project from page 18 from the BART section of the TEP to page 20 under the section

"Major Transit Corridor and Commuter Rail Improvements", remove references to BART as the agency leading the rail extension, change references from the BART to Livermore project to Valley Link on pages 2, 3, 14, 18, 19 (map) and add Valley Link to the map on page 21 (see Attachment C).

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements as shown on Attachment C.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Implementing Guidelines Related to this TEP Amendment

Once the 2014 TEP amendments are complete, all the implementing guidelines will be applicable to the project and project sponsor similar to all other TEP projects. Specifically, for this TEP amendment, the following guidelines describe requirements for the amendment as well as the new project sponsor.

4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

8. Strict Project Deadlines: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

Note: any new amendment that adds a project must comply with this provision and the start date of the seven years will be from the date of the adopted amendment.

11. Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring

requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.

14. No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.

18. New Agencies: New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Planning, Policy and Legislation Committee (PPLC)

At the May PPLC meeting, Alameda CTC staff provided the Committee an overview of the amendment process and schedule, and Michael Tree, Executive Director of the TVSJVRRA gave an overview of the project. Discussion focused on questions related to the timing of the need for the amendment and clarification on the action the Commission would be voting on in May. A number of comment letters were received and summarized verbally for the Committee by the Clerk and emailed to the Committee members as received. The set of public comment letters received for the PPLC meeting is included here as Attachment E. Comment letters sent by Commissioners in their capacity as local government officials are not included but may be expressed verbally by Commissioner at the full Commission meeting. PPLC voted unanimously to advance the item to the full Commission.

Next Steps

Upon Commission approval to initiate the TEP amendment process, a 45-day comment period for jurisdictions in Alameda County will commence. Staff will return to the Commission to report on the comments received and to recommend final action by the Commission later this year.

Fiscal Impact: There is no fiscal impact for this item associated with the requested action.

Attachments:

A. Letter from TVSJVRRA Requesting TEP Amendment
B. Draft Resolution for 2014 TEP Amendment
C. Proposed 2014 Measure BB Expenditure Plan Redline Markups and Technical Amendments
D. Valley Link Project Fact Sheet
E. Comment letters received

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Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

8.1A

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Vice Chair, ACE

Michael Tree
Executive Director

May 4, 2020

Mayor Pauline Cutter, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, Ca 94607

Dear Chair Cutter,

This letter is intended to supersede the information in the letter written to Chair Valle on September 11, 2019 (attached) as it relates to the language to be amended in the 2014 Transportation Expenditure Plan currently found on page 18. Please use the following language for the amendment:

Valley Link Rail in Alameda County ($400 M)
This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Thank you,

Alameda County Supervisor Scott Haggerty, Chair

cc: Ms. Tess Lengyel, Executive Director, Alameda CTC

Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

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Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

September 11, 2019

Supervisor Richard Valle, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Valle,

In May of 2018 the BART Board decided not to extend conventional BART to Livermore in favor of deferring the development of a rail extension project to the newly established Tri-Valley – San Joaquin Valley Regional Rail Authority ("Authority").

In the statute that created the Authority, AB 758 (Eggman/Baker), the Legislature addressed the transfer of local funds to the Authority for the Valley Link project in Section 132658:

> "the unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority's purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 1800000)."

Over the past 18 months, the Authority has been actively engaged in the planning of Valley Link, a passenger rail project that connects with the Dublin/Pleasanton BART station and travels eastward to Livermore and beyond to communities in the Northern San Joaquin Valley. A key element of the Valley Link Funding Plan for the Dublin/Pleasanton connection with BART and rail construction to Livermore is the $400 million in Measure BB that is currently listed in the Alameda County 2014 Transportation Expenditure Plan ("Plan") for the BART to Livermore project. Per the requirements of the Plan, The Tri-Valley – San Joaquin Valley Regional Rail Authority requests the following amendments:

1. The Tri-Valley – San Joaquin Valley Regional Rail Authority, established by AB 758,be included as an eligible recipient of funds.
2. That the following, specific language be amended:

   Move and amend the following language from Page 18 of the Plan to Page 20:

Valley Link
Connecting People, Housing, and Jobs
1362 Rutan Court, Suite 100 | Livermore, CA 94551 | (925) 455-7564 | valleylink.com

Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

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LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

~~BART to Livermore~~ Valley Link to Livermore ($400 M)
The project funds Valley Link ~~the first phase of a BART to extension~~ within the I-580 Corridor freeway alignment from the Dublin/Pleasanton BART station to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of or any element of this ~~first phase~~ project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

In accordance with the Alameda County 2014 Transportation Expenditure Plan Implementing Guidelines, the Tri-Valley – San Joaquin Valley Regional Rail Authority understands and can fully comply with the requirements of recipients of Measure BB funds, including, but not limited to, annual audits and compliance reporting, the establishment of separate accounting funds for Measure BB funds, independent Watchdog reviews, performance measures, environmental clearance timelines, timely use of funds, contracting requirements, public reviews and approvals.

Thank you for your consideration,

Alameda County Supervisor Scott Haggerty, Chair

cc: Mr. Art Dao, Executive Director, Alameda CTC

Valley Link
Connecting People, Housing, and Jobs
1362 Rutan Court, Suite 100 | Livermore, CA 94551 | (925) 455-7564 | valleylinkrail.com

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ALAMEDA County Transportation Commission

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Executive Director
Tess Lengyel

Draft

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Resolution No. 20-007

Resolution of the Alameda County Transportation Commission Amending the 2014 Transportation Expenditure Plan to Delete the BART to Livermore Project and add the Valley Link Project

WHEREAS, by action of the governing body ("Commission") of Alameda County Transportation Commission ("Alameda CTC") at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan ("2014 TEP"), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated $400 million to a project identified as "BART to Livermore," constituting the first phase of a San Francisco Bay Area Rapid Transit District ("BART") extension within the I-580 Corridor to serve residents and businesses in that Corridor.

WHEREAS, on May 24, 2018, the BART Board certified the Final Environmental Impact Report for the BART to Livermore project, but declined to approve the project as proposed nor any alternative for the project.

WHEREAS, Assembly Bill (AB) 758, as adopted by the State legislature and signed by the Governor, created the Tri Valley San Joaquin Valley Regional Rail Authority ("TVSJVRRA"), an entity led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal of TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley, to address regional economic and transportation challenges.

WHEREAS, AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance a rail extension in the Corridor, now identified as "Valley Link."

WHEREAS, a key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

WHEREAS, the Valley Link project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (subject to approval of this amendment to the 2014 TEP by the Commission), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

WHEREAS, given that the Valley Link project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (SJRRC), BART, Alameda CTC, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project, as outlined below:

MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.

WHEREAS, the 2014 TEP and Public Utilities Code Section 180207 together provide that the 2014 Plan may be modified if an amendment is approved by a two-thirds vote of the Commission.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended to delete the BART to Livermore Project and all references to that Project;

BE IT FURTHER RESOLVED that the Tri Valley San Joaquin Valley Regional Rail Authority be recognized as an eligible agency for recipient of funds in the 2014 TEP;

BE IT FURTHER RESOLVED that the Valley Link Rail Project in Alameda County with an allocation of $400 Million is placed in the 2014 TEP, described as follows:

This project funds the first phase of a Valley Link rail project from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BE IT FURTHER RESOLVED that the 2014 TEP be amended to include the following specific description of the Valley Link Project:

A proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail. The project is generally shown on the diagram below:

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 28, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

_____ _____

Pauline Russo Cutter, Vanessa Lee,

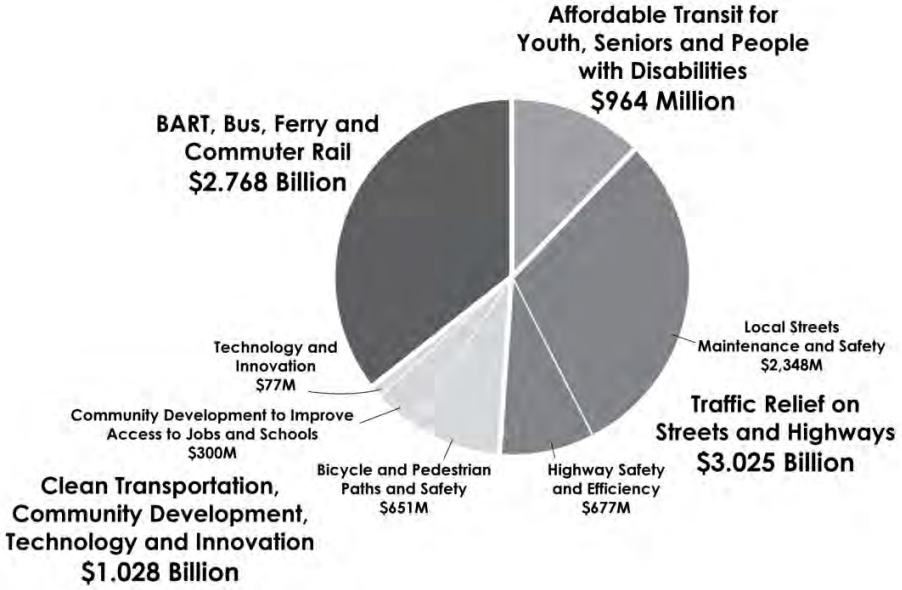
Chair, Alameda CTC Clerk of the Commission

INTRODUCTION

Summary of Investments	FUNDS ALLOCATION* ($ x million)
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	**$1,587**
BART Expansion and Maintenance	$349 ~~$749~~
Bus Operations, Maintenance and Rapid Bus Projects	$1,548
Commuter Rail Improvements	$832 ~~$432~~
Ferry Services in Alameda County	$39
Affordable Transit for Youth, Seniors and People with Disabilities	**$964**
Affordable Youth Transit to School and Transit Innovation	$190
Affordable Transit for Seniors and People with Disabilities	$774
Traffic Relief on Streets and Highways	**$3,025**
City and County Streets*	$2,348
Highway Safety and Efficiency	$677
Clean Transportation, Community Development, Technology and Innovation	**$1,028**
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	$651
Community Development Projects to Improve Access to Jobs and Schools	$300
Technology and Innovation	$77
TOTAL INVESTMENTS (YEAR 2015 TO 2045)**	**$7,785**

Notes:
*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.
**Estimated funds from 2015 to 2045 are anticipated to be almost $8 billion.

$7,785 in Total Investments Year 2015 to 2045



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount ($ x millions)	% of Total Funds
BART, Bus, Senior, and Youth Transit (48%)	Transit: Operations, Maintenance, and Safety Program	AC Transit	$1,455.15	18.8%
		Altamont Commuter Express	$77.40	1.0%
		BART Maintenance	$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	$38.70	0.5%
		Livermore Amador Valley Transit Authority	$38.70	0.5%
		Union City Transit	$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	$15.00	0.19%
		Subtotal	**$1,857.63**	**24%**
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	$232.20	3.0%
		East Bay Paratransit - AC Transit	$348.31	4.5%
		East Bay Paratransit - BART	$116.10	1.5%
		Coordination and Service Grants	$77.40	1.0%
		Subtotal	**$774.01**	**10%**
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	$10.0	**14%**
		Alameda to Fruitvale BART Rapid Bus	$9.0	
		Grand/MacArthur BRT	$6.0	
		College/Broadway Corridor Transit Priority	$10.0	
		Subtotal	**$35.0**	
	BART System Modernization and Expansion	Irvington BART Station	$120.0	
		Bay Fair Connector/BART METRO	$100.0	
		BART Station Modernization and Capacity Program	$90.0	
		~~BART to Livermore~~	~~$400.0~~	
		Subtotal	**$~~710.0~~310.0**	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	$120.0	
		Union City Intermodal Station	$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	$110.0	
		Oakland Broadway Corridor Transit	$10.0	
		Capitol Corridor Service Expansion	$40.0	
		Valley Link	$400.0	
		Subtotal	**$~~355.0~~755.0**	
	TOTAL		**$3,731.64**	**48%**

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.
BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.
All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

ACTC_AR2283

BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments. Funds for operations and maintenance will be provided to transit operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing ~~BART~~ rail system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, $1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

Transit Operations and Maintenance Program (21.55% of net revenue, estimated at $1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) $Millions
AC Transit	18.8%	$1,455
ACE	1.0%	$77
BART Maintenance	0.5%	$39
WETA (ferries)	0.5%	$39
LAVTA (WHEELS)	0.5%	$39
Union City Transit	0.25%	$19
Total Transit Operations	**21.55%**	**$1,668**

Affordable Youth Transit Pass Program ($15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at $175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

ACTC_AR2284

BART STATION ~~EXTENSION~~ AND SYSTEM IMPROVEMENTS ($37~~7~~10 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system~~, as well as provide local funding for a proposed BART extension in the eastern part of the county.~~

~~BART to Livermore ($400 M)~~

~~This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.~~

BART Station Upgrades and System Improvements ($310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.



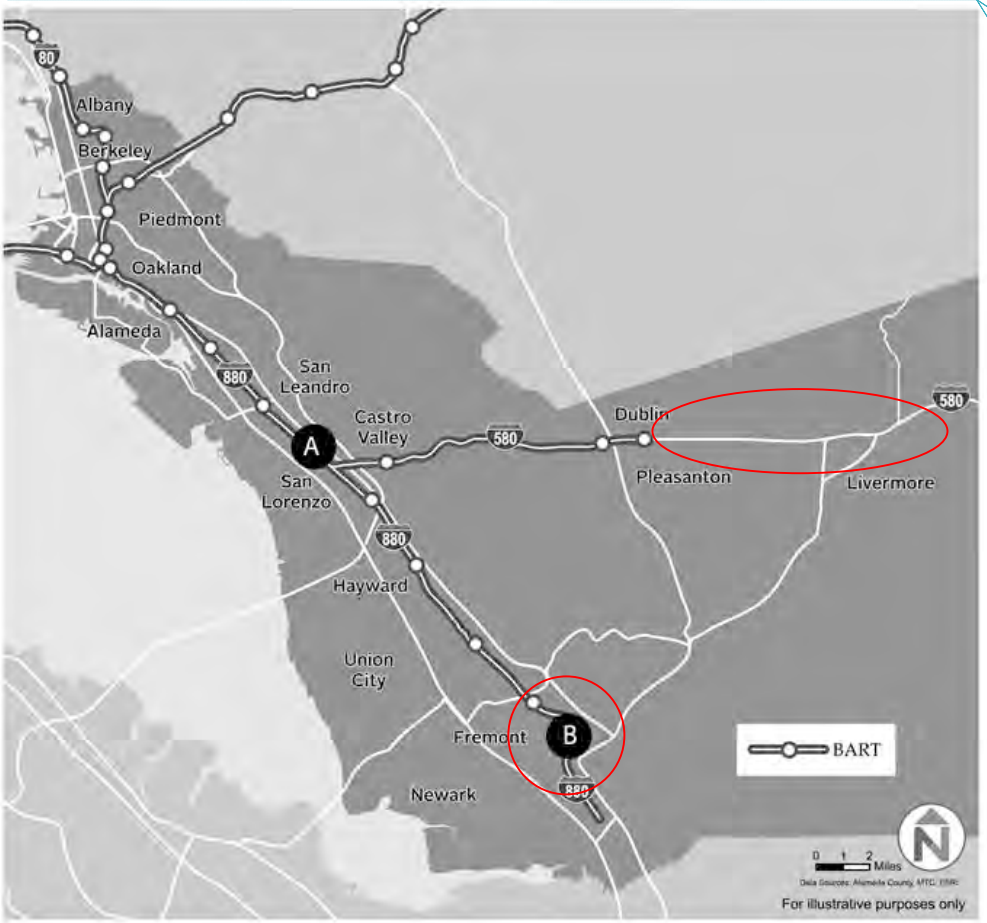
- **The Bay Fair Connector/BART METRO project will receive $100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive $90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.

- **The Irvington BART Station will receive $120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

ACTC_AR2285

BART INVESTMENTS



A Bay Fair Connector / BART METRO

B Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities

Commented [ACTC1]: Bottom circle: The new "B" is Irvington BART Station, and below that removal of "C"

Commented [ACTC2]: Top circle: Removal of the original "B – BART Extension to Livermore (within the I-580 corridor)"

Commented [ACTC3]: Middle circle: Change the original "C – Irvington BART Station" to a new "B"

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS ($~~355~~ 755 M)

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Corridor Area Transportation Improvements ($120 M)

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

Union City Intermodal Station ($75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.



Capitol Corridor Service Expansion ($40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

Railroad Corridor Right of Way Preservation and Track Improvements ($110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

Oakland Broadway Corridor Transit ($10 M)

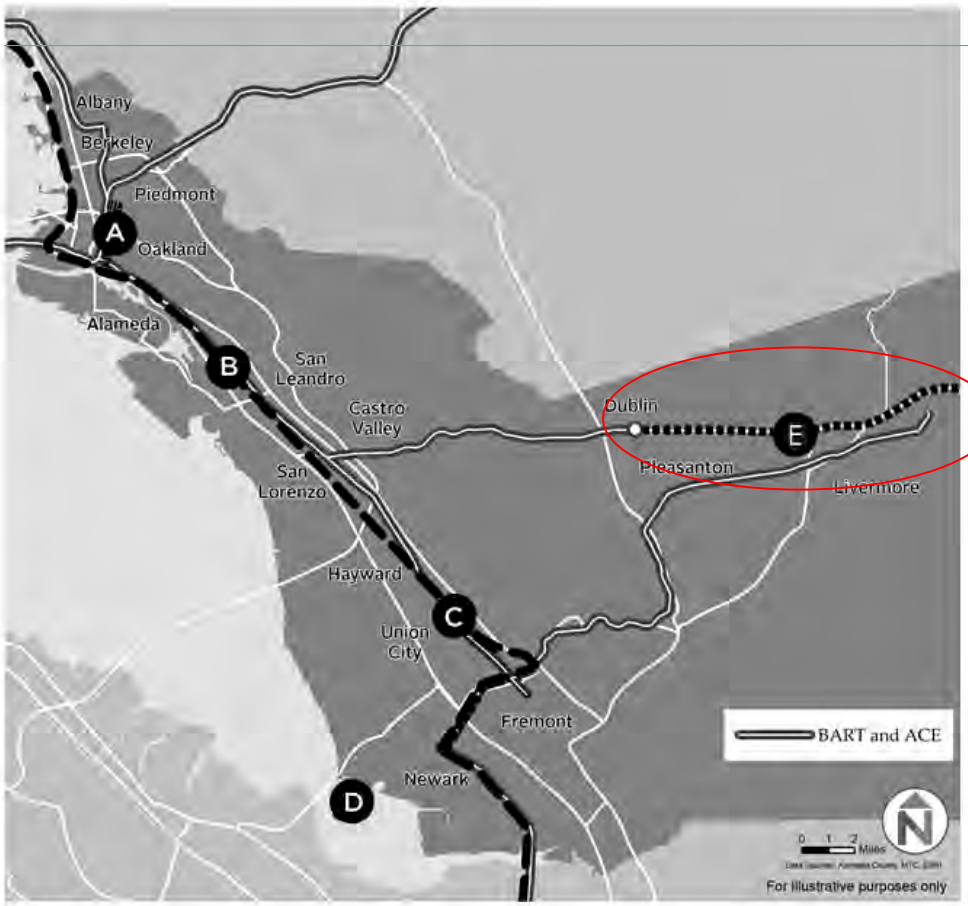
This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

Valley Link Rail in Alameda County ($400 M)

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

ACTC_AR2287

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



A Broadway Corridor Transit

B Capitol Corridor Service Expansion

C Union City Intermodal Station

D Dumbarton Corridor Area Transportation Improvements

E Valley Link Rail

Not Shown:
- Railroad Corridor Right of Way Preservation and Track Improvements

Commented [ACTC4]: **Both circles:** Addition of "E – Valley Link Rail" on the map and in the legend

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Valley Link

Connecting People, Housing, and Jobs

Fact Sheet

Project Overview

Connecting San Joaquin Valley to the Bay Area. Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

A Seamless Connection to BART. The first phase of service will provide a seamless and timed connection to BART, with service from North Lathrop to the Dublin/ Pleasanton BART station.

Frequent and Reliable Service. Trains will run throughout the day in both directions with the goal of matching BART frequency and hours of operation.

Initial Service Characteristics

	PEAK	OFF-PEAK
Between Dublin/ Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)



As of APRIL 2020

Tri-Valley • San Joaquin Valley REGIONAL RAIL AUTHORITY



By the Numbers

- **9,3500 Bay Area workers** - commuting from San Joaquin Valley today
- **42 Miles** - using existing transportation corridors
- **7 Stations** – Dublin/Pleasanton, Isabel, Mountain House, Tracy, River Islands, North Lathrop
- **78 Minutes** - current average commute each way
- **28 days** – total commute time per year for average commuter
- **75% increase** - commute traffic on I-580 by 2040
- **58% increase** – truck traffic on I-580 by 2040
- **25 daily round-trips** - by Valley Link trains each day in 2040
- **28,000 riders** – estimated in 2040 for Valley Link per day
- **99.4 Million** – reduction in Vehicle Miles Traveled (VMT) per year in 2040
- **33,000 metric tons** – reduction in greenhouse gas emissions (GHG) per year
- **0 Emissions** – battery-electric and hydrogen vehicle technologies under development
- **$2.4 Billion** - cost of Valley Link Phase 1 from Dublin/ Pleasanton BART to North Lathrop, in year of expenditure
- **$628 million** - identified as available for the project:
  - **$400 million** - Measure BB funds
  - **$188 million** - Bridge Toll funds
  - **$40 million - impact fees from the City of Livermore**
- **2027 – target date for Valley Link revenue service**

Project Benefits

Valley Link aims to be a model of sustainability in the design, construction and operation of the system. It is vital to our state's economy, environment and the quality of life in our communities:

- Serves communities and households in the Northern San Joaquin Valley with some of our state's highest poverty rates;
- Promotes equity by maximizing benefits to disadvantaged communities
- Links the Northern California Megaregion's workforce to affordable housing;
- Readily connects our state's future high-speed rail system to BART;
- Provides direct and seamless service to major employment centers in all parts of the Bay Area;
- Provides opportunities for compact transit-oriented development; and
- Will have a significant impact on the reduction of VMT and greenhouse gas emissions.
- Operates on renewable energy

Sources:
Bay Area Economic Institute Valley Link Project Feasibility Report (October 2019)
San Joaquin County Council of Governments

For more information about Valley Link, visit **www.valleylinkrail.com**

Building and Construction Trades Council of Alameda County, AFL-CIO

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Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

Andreas Cluver
Secretary-Treasurer

Rob Stoker
President

Rafael Gonzalez
Vice President

Che Timmons
Sergeant in Arms

Auto & Marine Painters, #1176
Boilermakers, #549
Brick & Tile Layers, #3
Carpenters, #713
Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

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opeiu:29/afl-cio

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Bay Area Transportation Working Group (BATWG)

May 11, 2020

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation Committee

Alameda County Transportation Commission (ACTC)

1111 Broadway, Suite 800 Oakland, CA 94607

Dear Commissioner Ortez:

It has come to our attention that the ACTC is thinking of reallocating the Measure BB funds set aside for the Livermore BART connection to "Valley Link". We urge you to desist.

For one thing such an action would make a mockery of what the Alameda County voters voted for in 2016. For another it would deny the people of Livermore the one good way of getting from their city to the East Dublin BART Station.

At the time the BART Board was considering whether or not to put the Measure BB $400 million toward a proposed $3.2 billion BART extension to Greenville Road, BATWG conducted an extensive investigation of the bus alternative. It was our conclusion that in terms of improving the access of the people of Livermore to BART, well-appointed buses (patterned after the privately-operated hi-tech buses) operating in bus-only lanes would be a far cheaper and better option. At the time we envisioned three separate lines originating in separate parts of Livermore all traveling out-of-traffic, at least during commute hours, to the Station.

Sincerely,

Gerald Cauthen
Co-Founder and President,
Bay Area Transportation Working Group
510 208 5441
www.batwgblog.com

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From:	Angie Ayers
To:	Angie Ayers
Cc:	Tess Lengyel; Vanessa Lee
Subject:	FW: Bike East Bay comments on Valley Link
Date:	Monday, May 11, 2020 12:23:17 PM

Hello Commissioners,

Please see the below public comment for item 5.1.

Regards,
Angie

Angie Ayers, Associate Administrative Analyst
Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607
Phone: 510.208.7450 direct dial | 510.208.7400 main line
Email: aayers@alamedactc.org Website: www.alamedactc.org
Facebook: www.facebook.com/alamedactc Twitter: @alamedactc

From: Vanessa Lee
Sent: Monday, May 11, 2020 12:20 PM
To: Dave(dave@bikeeastbay.org) Campbell <dave@bikeeastbay.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>; Angie Ayers <aayers@alamedactc.org>
Subject: RE: Bike East Bay comments on Valley Link

Received. Thank you.

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Dave Campbell <dave@bikeeastbay.org>
Sent: Monday, May 11, 2020 12:19 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Bike East Bay comments on Valley Link

Commission

We support transit, and possibly this project too, but have questions and concerns around:

1. The lack of public outreach in Livermore to generate support for this project. Measure BB in Livermore did not get a ton of support and BART was controversial. RM3 get even less support in Livermore. We don't want this project to be controversial like the BART project was. The Isabel Neighborhood Plan was controversial too because of BART. Where are the residents of Livermore on this project?;
2. Hour headways off -peak is poor public transit, and is in fact commuter rail. This corridor needs good transit. What can be done to convert this project from commuter rail to good transit?
3. Can we hear more about the financial crisis and how this project is affected? It's concerning to hear a presentation that does not acknowledge the current financial crisis.

Thank you for more clarifying information.

--
Dave Campbell
Advocacy Director
Bike East Bay
****
Office: 466 Water Street at Jack London Square in Oakland
Mail: PO Box 1736, Oakland, CA 94604
Cell: (510) 701-5971
BikeEastBay.org

Learn how COVID-19 is impacting Bike East Bay events and activities.

From:	Vanessa Lee
To:	Angie Ayers
Subject:	FW: Public Comment for item 5.1 at ACTC"s PPLC meeting on Monday 5/11
Date:	Monday, May 11, 2020 11:26:37 AM
Attachments:	hyperlinked_PPLC_Agenda_20200511.pdf

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, May 7, 2020 1:42 PM
To: Vanessa Lee <VLee@alamedactc.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>
Subject: Public Comment for item 5.1 at ACTC's PPLC meeting on Monday 5/11

Hi Vanessa-

I hope you are staying healthy and safe. Considering that I cannot attend next Monday's PPLC meeting in person due to the SIP, please make sure my comments are read into the record for Public Comment as part of agenda item 5.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti
(925) 858-5303

Dear Chair Ortiz and Honorable Commissioners:

On behalf of the Innovation Tri-Valley Leadership Group, I respectfully request for the PPLC to support the Staff recommendation to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. Our Committee worked to ensure that the Expenditure Plan included the fulfillment of plans dating back to the 1960's which envisioned a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. This vision was part of the plan approved by the voters of Alameda County. Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it.

Four years later in May of 2018, the BART Board certified the BART to Livermore EIR but transferred the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley to the Tri-Valley - San Joaquin Valley Rail Authority. The Authority has since completed a Feasibility Report for Valley Link, a project proven to be cost effective and efficient, estimated to carry between 26,000 and 28,000 riders a day in the highly congested I-580 corridor.

With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority that will benefit the environment, the economy and the quality of life of residents and

Bay Area workers. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete the project. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision of Measure BB for rail connectivity in the Tri-Valley, and I urge the Committee to approve the item.

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group
925.858.5303
tsbranti@innovationtrivalley.orgwww.innovationtrivalley.org

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May 8, 2020

Elsa Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: PPLC Agenda Item 5.1 – Tri-Valley-San Joaquin Valley Regional Rail Authority Request for 2014 Measure BB Transportation Expenditure Plan Amendment – **SUPPORT**

Dear Chair Ortiz:

I am writing on behalf of the Livermore Valley Chamber of Commerce (LVCC), a business membership organization with nearly 500 members from a cross-section of private/public and non-profit industry sectors that employ nearly 20,000 workers. Ensuring that public dollars are wisely spent and that taxpayers receive a good return on their investment, while responsibly planning, funding, and maintaining and operating our transportation system is a key policy priority for LVCC.

LVCC supports the above referenced item, advancing the efforts to close the gap in the I-580 corridor for an urgently needed and long-awaited, effective rail connection between Livermore and the Dublin/Pleasanton East BART station. I reiterate the support formerly expressed by LVCC over many years for planning and funding support for such a project. LVCC appreciates the wisdom of the leaders of the Alameda County Transportation Commission in designating significant funding in Measure BB (which was supported by LVCC) to provide for a future rail connection in this corridor. In light of events that have transpired since the approval of BB, your prudent actions necessary to amend the expenditure plan to accommodate the request by the Tri-Valley-San Joaquin Valley Regional Rail Authority is welcomed and appreciated. LVCC recognizes and strongly supports the efforts of the TVSJRRA to effectively deliver a rail connection project in this corridor within the next few years.

We look forward to moving forward with this initiative and this project, and stand ready to support you in this action.

Respectfully,
Dawn P. Argula
Dawn P. Argula
CEO/President

C: Scott Haggerty, First District Supervisor, Alameda County BOS
Tess Lengyel, Executive Director, Alameda County Transportation Commission
Michael Tree, Executive Director, Valley Link
John Marchand, Mayor, City of Livermore

Livermore Valley Chamber of Commerce
2157 First Street Livermore CA 94550
925.447.1606
www.livermorechamber.org

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May 11, 2020

Via email to: vlee@alamedactc.org

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation (PP&L) Committee
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: PP&L Agenda item #5.1 – Approve Tri-Valley- San Joaquin Valley Regional Rail Authority (TVSJVRRA, aka Valley Link) Request for a 2014 Measure BB Transportation Plan Expenditure (TEP) Amendment

Dear Chair Ortiz and Members of the PP&L Committee:

On behalf of our more than 13,500 members in Alameda County, the Sierra Club writes to respectfully express great concern about Item #5.1 on your Agenda for Monday May 11, 2020. We believe that there are far too many issues and questions that should be addressed before the recommended actions move forward.

We recognize that the proposed actions before your Committee are just the beginning of a process to reprogram the sales tax funds that were approved by voters for "BART to Livermore." But as set forth in the staff memo, the proposed actions, and their timing, would establish dangerous precedents for lack of planning and financial responsibility. There is simply no need to rush into the proposed actions, particularly in the context of the current health and financial crises being faced by the State and local communities. Why not first take time for responsible analysis and an opportunity to see if-how-and-when recovery is able to occur, before committing funds that may not materialize for years to come?

Every responsible forecast is anticipating that "the future of work" will be different, post-pandemic, than we have ever been experiencing previously. Why base such a massive investment of public funds on what is already and at best "old data?"

The first Agenda request is that the TVSJVRRA be acknowledged as a new agency in Alameda County that can be an eligible recipient of Measure BB funds. While this

2530 San Pablo Ave., Suite I, Berkeley, CA 94702 Tel. (510) 848-0800 Email: info@sfbaysc.org

should be the least controversial element of the requests, nothing in the staff memo identifies the potential magnitude of impacts on other Measure BB transit recipients. There is no operating budget provided in the Committee materials. Can taxpayers and pre-pandemic passengers be assured that this new system will not become a drain on other, voter-approved transit agencies in the County?

The second and third requests would remove "BART to Livermore" from the TEP and substitute Valley Link with no consideration of possible alternatives – why? The project list for Measure BB was the result of years of input and deliberation by Community and Technical Working Groups. Why not have a full and fair competition for alternative uses of these funds, throughout the full list of "BART, Bus, Senior, and Youth Transit" options identified as the relevant "Type" on page 3 of the TEP (page 24 of the Committee packet), especially with the enormous uncertainties facing projections for both traffic and funding revenues?

Implementing Guideline 22 of the Measure BB TEP is surprisingly omitted from the staff memo, but supports this broadened approach, stating:

> **22. Fund Allocations**: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

Even the language from AB 758 (Eggman/Baker, PUC section 132658) that is quoted in the "superseded" request dated September 11, 2019, recognized that there was no entitlement to the "local funds controlled by the Alameda County Transportation Commission."

It should also be noted that the proposed description and conditions regarding Valley Link delete and/or change significant descriptive and cautionary language (which was carefully negotiated and voter-approved) before funds may actually be "used." The text below sets forth full "before and after" language in a single view for the information of Commissioners and the public:

> ~~BART to Livermore ($400 M)~~
> Valley Link rail in Alameda County ($400 M)
>
> This project funds the first phase of a ~~BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ Valley Link rail extension from the existing Dublin/ Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.

> Funds are for construction for any element of this first phase project and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an ~~detailed~~ alternative assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Why are voter and environmental protections proposed to be removed for this new project? Do Commissioners really think this is wise and appropriate? Why not, at a minimum, wait until the requisite Environmental Review is both released in draft form and then completed? – This critical document is already a year behind the previous schedule.

Where is the San Joaquin County commitment to support their own residents who are likely to be the primary beneficiaries of this project? The proposed resolution merely states that:

> SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from ***future*** measures and state funds. **(emphasis added)**

Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and operations for this multi-county project. “Leveraging” of other funds should, at a minimum, be based on full and fair participation from designated “partners.”

Several places in the proposed “amendments” describe Valley link as “Commuter Rail," despite the fact that it is proposed to operate throughout the day. Subsection 49 CFR 37.3 in relevant part defines “commuter rail” as

> *Commuter rail transportation* means short-haul rail passenger service operating in metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fare, multiple ride, and commutation tickets and by morning and evening peak period operations. This term does not include light or rapid rail transportation.

Is this an attempt to obviate or avoid an obligation for ADA complementary paratransit service for passengers, or attempted passengers, who may have difficulty using the train service?

We must also ask if ACTC or Valley Link have informed MTC and ABAG that the proposed project will facilitate inter-regional commuting, contrary to the intent of SB 375 and the Bay Area's Sustainable Communities Strategy.

This message sets forth only some of the most obvious concerns about the proposed Measure BB actions. There are certain to be more, but disclosure by ACTC and Valley Link should not be delayed until the end of the requisite "public comment" period. The Sierra Club respectfully requests, and urges at a minimum, that the questions and issues noted above be addressed before any Commission action to consider Valley Link's requests. To do any less would call into question Commissioners' significant public service obligations to Alameda County voters, taxpayers, and residents. We look forward to working with you and ACTC staff to consider a full range of responsible uses of Measure BB funds. If you have any questions, or desire further information, please do not hesitate to contact Matt Williams at mwillia@mac.com.

Sincerely,

ss/
Matt Williams
Chair, Chapter Transportation and Compact Growth Committee

ss/
Dick Schneider
Chair, Chapter Tri–Valley Group Executive Committee

ss/
Eric Parfrey
Volunteer Leader, Mother Lode Chapter

Cc: Sierra Club California Director Phillips
San Francisco Bay Chapter Executive Committee Chair Bolotina
San Francisco Bay Chapter Director Berbeco

Memorandum 8.1F: Handout

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

DATE:	May 28, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy Vanessa Lee, Clerk of the Commission
SUBJECT:	Additional Public Comment Submissions regarding the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP)

Please find all written public comments received for the May 28, 2020 Commission meeting Item 8.1: Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan that were submitted after the Commission packet was distributed and were received by the 5 p.m. deadline notice on the agenda. These comments are in addition to those already distributed at Attachment E to item 8.1 in the Commission meeting materials. (*listed in alphabetical order):*

- Alameda County Taxpayers Association
- BART (1)
- BART (2)
- Bay Area Council
- Bay Area Transportation Working Group
- Building & Construction Trade Council of Alameda County
- Chabot-Las Positas Community College
- City of Dublin
- City of Livermore
- City of Pleasanton
- Innovation Tri-Valley Leadership Group
- Laborers' Local 304
- Livermore Amador Valley Transit Authority
- Pleasanton Chamber of Commerce
- Train Riders Association of California

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From: Marcus Crawley
To: Vanessa Lee
Subject: Tri Valley $400 million
Date: Saturday, May 23, 2020 7:59:43 AM

Pauline Cutter, Chair, and ACTC Commissioners May 22, 2020
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)

Dear Chair Cutter:

The Alameda County Taxpayers Association (ACTA), a 501(c)(4) organization, represents the taxpayers of this County in advocating legal and productive expenditures of taxpayer funds. As such, ACTA is a statutory appointer of a member of the ACTC Independent Watchdog Committee.

Alameda County Taxpayers Association [ACTA] is troubled by plan to transfer $400 million BART funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority. The Alameda County voters approved the Special Tax of Measure BB and to be dedicated for Alameda County transportation projects such as the BART to Livermore extension. The foremost consideration of ACTC must be the will of the voters. ACTC must narrowly construe the intention of the voters regarding the 'specific purposes' of the Measure BB special sales tax. The voters did not contemplate that the Measure BB taxes would single-handedly fund multi-county projects in the absence of funds contributions from other counties. When the Tri-Valley Authority has produced its share of the project funding, the ACTC can plan how to spend Tri-Valley Authority funds. ACTA will vigorously oppose any plan to divert these funds away from a voter-approved project.

For the present ACTC must demonstrate that it can plan a viable project by solving the BART to Livermore extension. This Committee must demonstrate leadership and build consensus on existing Alameda County projects, not leap ahead to the next glorious project that has not even been planned. As a first step in leadership, the committee should use its power to make the promised annual audits of Measure BB expenditures a reality.

We call on ACTC to table this action until such time as a proper study be made of this project and the logical alternatives, including a long-haul commuter express bus network for both Eastern Alameda County along the I-580 Corridor and over the hills from the Central Valley. We certainly have no objection to working jointly with Central Valley governments and other interest groups on a project of mutual benefit. However, we do not understand why ACTC is proposing that the Alameda County taxpayers be the first to transfer funds approved by the voters to benefit primarily Alameda County residents to a project that would instead primarily benefit residents of other counties – particularly since there is no commitment from those counties, or even an idea of when such a commitment might be made.

The $400 million was originally approved by the voters as part of Measure BB in 2014 for a BART extension to Livermore. The BART Board elected not to pursue this, so we agree it is proper to study other transportation improvements in this corridor – but, we believe that the first priority should be for what the voters intended, benefits for the residents and travelers along the I-580 corridor in the Eastern Tri-Valley area.

We do not object to the study of rail alternatives in this corridor and into the Central Valley, either BART or commuter/inter-city rail. But, in our role as a taxpayer advocate, we believe that it would be improper to advocate for rail unless and until a proper, unbiased study fairly considers other options, including a bus system on dedicated lanes, that could require far less taxpayer dollars and could be completed much faster. If the study shows that Valley Rail is the best option and is fair to the taxpayers and the traveling public, and is feasible, then ACTC should consider this $400 million reallocation at that time.

We do not understand the necessity nor the benefit of making this decision so early in the planning process.

I will be commenting on this matter at the Commission meeting.

Thank you for your consideration of the position of the Alameda County Taxpayers Association on this important matter before the Commission.

Respectfully submitted,

Marcus Crawley -President of

ACTA

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

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Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As BART Director (District 5) and representative for my constituents and taxpayers in the Tri-Valley area, I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades. The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

I urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

John McPartland
BART Director, District 5

www.bart.gov

Cc: BART Directors and Board Appointed Officers
Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
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2020

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Elizabeth Ames
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7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

Via Email

Mayor Pauline Cutter, Chair
c/o Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 95607
vlee@alamedactc.org

RE: Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request

Chair Cutter:

Thank you for the opportunity to comment on the above referenced item. On behalf of the San Francisco Bay Area Rapid Transit District (BART), I would like to express support for beginning a 45-day comment period on the proposed amendment to the 2014 Measure BB funded TEP, as described in the staff memorandum.

In May 2018, the BART Board of Directors certified the Final Project EIR for the BART to Livermore extension, and directed staff not to advance a specific project in the Tri-Valley. Pursuant to AB 758 (Baker), the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) at that point assumed responsibility to advance a rail project in the corridor. Since then, BART staff have been engaged with the TVSJVRRA throughout project feasibility and initial design and environmental assessments of the proposed Valley Link Rail project, and this coordination continues.

Because of this, BART supports the action to begin the public comment period for the amendment to the TEP naming the TVSJVRRA as an eligible recipient of Measure BB funds and specifically naming the Valley Link project in place of BART to Livermore. It is important to hear from Alameda County residents and other stakeholders. The District anticipates submitting a more detailed set of comments during the official 45-day comment period that this action will kick-off.

Please do not hesitate to contact me or my staff with any additional questions.

Sincerely,

Robert M. Powers
General Manager

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BAYAREA COUNCIL
Shape the Future

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Jim Wunderman

Jim Wunderman
President & CEO
Bay Area Council

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

Bay Area Transportation Working Group

May 23, 2020

Pauline Cutter, Chair, and ACTC Commissioners

Alameda County Transportation Commission

1111 Broadway, Suite 800

Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda Item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)"

Dear Chair Cutter:

The Bay Area Transportation Working Group (BATWG) is an Oakland-based 501(c)(3) composed of senior transportation experts and advocates with centuries of collective experience in California, Bay Area, and Alameda County transportation issues and projects.

At BATWG's May 21, 2020 meeting there was a discussion of the proposed diversion of Alameda County Measure BB funds to Valley Rail. After the discussion the vote was unanimous; we believe this action would be inappropriate and unwise.

What Valley Rail needs most right now is a full, proper, and unbiased study of its feasibility – including projected ridership, cost-effectiveness and identified sources of funding, all in comparison with the other transportation options for the corridor and all taking the changes brought on by COVID into full account.

In 2017, when the question how to use this $400 million was before the BART Board, the BART staff recommended a significantly upgraded bus option on grounds that it would better serve the transportation needs of Pleasanton and Livermore than an expensive 10-mile extension of BART to Livermore's Greenville Road would. BATWG strongly supported the staff's recommendation and subsequently submitted a list of proposed bus system enhancements.

The original BART Extension project approved by the Alameda County voters was intended to benefit the people of Alameda County, including the residents of

Pleasanton and Livermore Area and those traveling to those cities from more westerly Alameda County locations. Obviously, this was a project that the Alameda County taxpayers were willing to support because the vast majority of the benefits would accrue to Alameda County residents and taxpayers. Valley Rail, which includes five stations in the Central Valley and only three in Alameda County, is intended to primarily benefit non-Alameda County residents.

There is no reason or justification for diverting $400 million in BB funds to Valley Rail at this time.

The Bay Area Transportation Working Group looks forward to working with the ACTC in working to improve transportation in the I-580 Corridor.

Respectfully submitted,

Gerald Cauthen PE

President and Co-founder

Bay Area Transportation Working Group (BATWG)

510 208 5441

www.batwgblog.com

Building and Construction Trades Council of Alameda County, AFL-CIO

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Oakland, CA 94621
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Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

May 26, 2020

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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CHABOT
LAS POSITAS
COMMUNITY
COLLEGE
DISTRICT

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The CLPCCD and, especially Las Positas College, as evidenced by our MOU with LAVTA, recognize the value of public transportation in meeting sustainability goals and facilitating travel to and from the college. Specifically, the largest benefactor of these two projects will be Las Positas College, and the community we serve which encompasses over 9,200 students and 500 employees. Our research shows that our public transportation usage average is 10,000 individual rides per month and nearly 500 students take the bus each business day. Of our total student population, 20% take classes at both campuses. A rail extension to Livermore would support and facilitate the needs of student populations from both the Tri-Valley and 880/580 corridors. We know there is still a great need for additional public transportation options for all of our students and employees.

CLPCCD provides educational opportunities and support for completing of students' transfer, associate degree, basic skills, career technical education, and retraining goals. We serve, annually, approximately 29,000 students. Our employees and students use public transportation to get to and from their homes to our places of work.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Ronald P. Gerhard
Chancellor

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

CHABOT-LAS POSITAS COMMUNITY COLLEGE DISTRICT BOARD OF TRUSTEES

Edralin J. "Ed" Maduli, President
Genevieve Randolph, Secretary
Hal G. Gin, Ed.D.
Linda Granger
Maria L. Heredia
Tim Sbranti

Ronald P. Gerhard, Chancellor

OFFICE OF THE CHANCELLOR

7600 Dublin Blvd., 3rd Floor
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www.clpccd.org

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DUBLIN
CALIFORNIA
THE NEW
AMERICAN
BACKYARD

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Linda Smith
E33836CEEC044E0...

Linda Smith
City Manager, City of Dublin

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
925.833.6640
Fire Prevention
925.833.6606
Human Resources
925.833.6605
Parks & Community Services
925.833.6645
Police
925.833.6670
Public Works
925.833.6630

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Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

LIVERMORE
CALIFORNIA

May 28, 2020

The Honorable Pauline Russo Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Agenda Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. Position of support.

Dear Chair Cutter:

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire County by reducing traffic over the Altamont Pass and through the congested I-580 and I-680 corridors. An estimated 93,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses, teachers, and people employed in manufacturing in the Tri-Valley and throughout Alameda County. Many of these Bay Area workers have been priced out of the communities they serve by rising housing costs and are suffering through an average 78-minute commute each way.

The environmental benefits of Valley Link are significant. Valley Link offers a rail alternative for those commuting by automobile. An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles

Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year.

Valley Link supports construction of badly needed affordable housing. Through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The Isabel Neighborhood Specific Plan, developed around the Valley Link station at Isabel Avenue, includes 4,095 new multifamily housing units with a mandatory 20% minimum affordable requirement with an overall goal for 25% affordable units in the Plan area.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will help ensure that this vital project can move forward to benefit the entire County and that commitments to the Tri-Valley are finally met.

Sincerely,

John Marchand

John Marchand
Mayor

cc: Supervisor Scott Haggerty
Tess Lengyel, ACTC Executive Director

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THE CITY OF
PLEASANTON

May 26, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that all of our Tri-Valley residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

P. O. Box 520, Pleasanton, CA 94566-0802 **123 Main Street**

City Manager
(925) 931-5002
Fax: 931-5482

City Attorney
(925) 931-5015
Fax: 931-5482

Economic Development
200 Old Bernal Avenue
(925) 931-5038
Fax: 931-5476

City Clerk
(925) 931-5027
Fax: 931-5492

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We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Nelson Fialho
9B5F9FFD0C8544D...

Nelson Fialho
City Manager

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Pleasanton City Council

From:	Tim Sbranti
To:	Vanessa Lee
Subject:	Public Comment for Item 8.1 at ACTC meeting on Thursday 5/28
Date:	Tuesday, May 26, 2020 11:26:55 PM

Hi Vanessa-

I hope you are doing well. Please make sure my comments are read into the record for Public Comment as part of agenda item 8.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti

Dear Chair Russo Cutter and Honorable Commissioners:

On behalf of the business and civic leaders who comprise the Innovation Tri-Valley Leadership Group, please support the Staff recommendation and the unanimous decision from PPLC to amend the Measure BB Transportation Expenditure Plan and replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. As Commissioner Haggerty pointed out at the PPLC meeting, a deliberate decision was made to ensure that priorities of leaders in each of ACTC's 4 planning areas were included in the measure. The priority in 2014 remains the same as it was 50 years as it is today.....establishing a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision approved by the voters of Alameda County for rail connectivity in the Tri-Valley.

Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it. Considering that the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley was transferred in 2018 from BART to the Tri-Valley - San Joaquin Valley Rail Authority, now is the time to transfer the funds as well for rail in the Tri-Valley. In recent months, the Authority has completed a Feasibility Report for Valley Link, a project proven to be cost-effective and efficient, estimated to carry between 26,000 and 28,000 riders a day to relieve gridlock in the highly congested I-580 corridor. With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority and the time to act is now.

Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with state, federal and private funding to complete the much-needed project, and we hope that you will

fulfill the original vision and meet present and future needs of the County by approving the item.

--

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group

www.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

From:	Rafael Gonzalez
To:	Vanessa Lee
Subject:	Valley Link
Date:	Tuesday, May 26, 2020 10:10:41 AM

Good morning. I am writing to you in support of the Valley Link project and the proposed funding of that project. As a representative of thousands of workers who commute from the Central Valley into the Bay Area, and as someone who does that same commute, I can attest to the importance of the Valley Link Rail System. I moved to Tracy, about 20 years ago and I have seen firsthand the increase in commuter traffic. All the experts agree that this will only continue to increase as time goes on. This will result in more time on the road, which increases the carbon footprint of each individual commuter. Valley Link provides a safe alternative from the Central Valley to the Bay Area, reducing the amount of vehicles on the road, which in turn results in lower commute times, carbon emissions, and stress levels!

Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.

The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.

For these reasons and other, I humbly ask that you consider having the Tri-Valley – San Joaquin Valley Regional Rail Authority recognized as an agency eligible for Measure BB funds (agency hadn't been created when Measure BB was approved). We are also seeking to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project. This will put $400 million in Measure BB funds into the control of the Valley Link Board.

I thank you for your consideration.

Rafael Gonzalez
President/ Field Representative
Laborers' Local 304
(510)581-9600 (office)
(510)432-2827 (mobile)

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Livermore Amador Valley
TRANSIT AUTHORITY

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

David G. Hudson

Cc: Alameda County Transportation Commission members
Tess Lengye!, ACTC Executive Director

1362 Rutan Ct., Ste. 100 | Livermore, CA 94551
O. (925) 455-7555 | F. (925) 443-1375
wheelsbus.com

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PLEASANTON CHAMBER of COMMERCE

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I am writing to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to eventually advance rail connectivity to the San Joaquin Valley. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are finally met.

Sincerely,

Steve Van Dorn
President & CEO

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

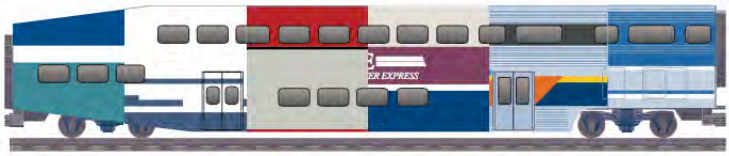
www.pleasanton.org
777 Peters Avenue • Pleasanton, CA 94566 • Phone: (925) 846-5858 • Fax: (925) 846-9697

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TRAC
Train Riders Association of California

1025 Ninth Street Suite 223
Sacramento CA 95814-3516

(916) 557-1667
www.calrailnews.org
president@calrailnews.org



Officers

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Los Angeles County

William F. McGeehan III
Contra Contra County

May 26, 2020
Submitted to:
contact@
alamedactc.org

Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Agenda Item # 8.1, May 28 Meeting
Measure BB Exp. Plan Amendment

Dear Chair Cutter:

The Train Riders Association of California ("TRAC") is a statewide rail advocacy organization that has worked since 1984 to improve passenger rail service in California. TRAC has been involved in passenger rail planning for the Altamont Corridor for at least two decades. We have made presentations to the Valley Link Board and participated in their public meetings.

We write today to urge your Board to defer action on amending the Expenditure Plan for Measure BB until you receive an environmental impact report for Valley Link, which is nearing completion. The Administrative Draft was under review last October, and the Draft EIR is now scheduled for public review in September 2020. TRAC suggests the following reasons for deferral of this agenda item:

1. Without a certified EIR, there is no evidence to support the claim that the proposed Valley Link project will provide meaningful benefits to Alameda County taxpayers. The Commission has a special duty to taxpayers to make an affirmative finding of benefit, under Section 14 of the Expenditure Plan Guidelines:

> **No Expenditures Outside of Alameda County**: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. (emphasis added.)

2. From its inception, this project raised serious questions as to whether BART would be able to handle the additional passengers that Valley Link would transport from the Central Valley. The EIR

should resolve that question. If Valley Link were projected to make overcrowding on BART even worse, that would have serious implications as to whether the project could reasonably be judged as benefitting Alameda County residents.

3. An EIR would determine whether Valley Link would result in the construction of any infrastructure or station that would be inconsistent with the land use-constraining provisions of Alameda County year 2000 Measure D. On a related topic, an EIR will provide information on the Valley Link project's compliance with the County's Gateway Policy.

4. As the largest single capital project in Measure BB, BART to Livermore was the marquee project. Because of that special status, it demands special treatment above and beyond the 2/3 majority required for an amendment. This is not some minor project. Amending the Plan to include this project changes the entire profile of the measure, because the voters never gave their support to the Valley Link project. There is no evidence that the voters of the Tri-Valley, which did not support Measure BB, would support Valley Link.

5. Because Measure BB resulted in financial trade-offs between the Tri-Valley and the North County cities through a reweighting of the basic allocation formula for local streets and roads, the entire Expenditure Plan would need to be reopened to assure fairness for all jurisdictions.

6. Other alternative projects, including several that TRAC has advocated for, would potentially be far more cost-effective in providing the service that Valley Link seeks to offer. In particular, the $1+ billion dollar cost of the I-580 relocation is merely a utility relocation, offering no transportation benefit to taxpayers.

Thank you for considering these comments.

Sincerely yours,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President, TRAC

ALAMEDA County Transportation Commission

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

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Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair
Councilmember John Bauters
City of Emeryville

AC Transit
Board Vice President Elsa Ortiz

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Director Rebecca Saltzman

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City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont
Mayor Robert McBain

City of Pleasanton
Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

May 28, 2020

Mayor Carol Dutra-Vernaci
City of Union City
34009 Alvarado-Niles Road
Union City, CA 94577

Via Email: CarolD@UnionCity.org

Re: Alameda County Transportation Commission 2014 Measure BB Transportation Expenditure Plan Amendment Comment Period

Dear Mayor Dutra-Vernaci,

In November 2014, voters in Alameda County approved Measure BB, authorizing an extension of the existing transportation sales tax (Measure B), administered by the Alameda County Transportation Commission (Alameda CTC). The 2014 Transportation Expenditure Plan (2014 TEP) guides the investments of Measure BB revenues toward capital projects and programs that improve the countywide transportation system.

On May 28, 2020, the Alameda CTC Commission voted to initiate a comment period for comments by jurisdictions in Alameda County on a proposed amendment to the 2014 TEP to replace the BART to Livermore project with the "Valley Link" project. The 2014 TEP Implementing Guidelines specify that all jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

Proposed Amendment

In September 2019, the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) requested that Alameda CTC amend the 2014 TEP to replace the BART to Livermore project that is in the 2014 TEP with the Valley Link rail project, and transfer the associated $400 million that was identified for BART to Livermore to the Valley Link project. The TVSJVRRA was created in 2017 by the State Legislature (Assembly Bill 758) for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County. In 2017, BART released the Draft Environmental Impact Report for the BART to Livermore project, which had been under consideration for many years. In May 2018, the BART Board voted to certify the Final EIR and also passed a motion directing the BART General Manager to not advance an alternative, effectively

passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The amendment that has been requested to be made to the 2014 TEP includes the following key elements:

1. Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds.

2. Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.

3. Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.

4. Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above.

A detailed description of the proposed amendment and background can be found in the attached Alameda CTC Commission staff report.

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP) that is proposed to be removed:

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies

and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP, as detailed in the attached Alameda CTC Commission staff report.

Comment Period

On May 28, 2020 the Alameda CTC Commission voted to initiate the comment period. The 45-day comment period closes on July 13, 2020. Given the current shelter in place in effect in Alameda County, comments can be submitted electronically to: tepamendment@alamedactc.org, or by mail to the ACTC office.

Email: tepamendment@alamedactc.org, or

Address: 1111 Broadway, 8th Floor
Oakland, CA 94607

After the 45-day comment period, Alameda CTC staff will review and analyze the comments received and present the proposed amendment and comments to the Alameda CTC Planning, Policy and Legislation Committee for consideration and recommendation to the full Commission for action. To modify and amend the TEP, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners.

If you have any questions regarding this item, please contact me at tlengyel@alamedactc.org or 510.208.7402.

Sincerely,

Tess Lengyel
Executive Director

Attachment: May 28, 2020 Alameda CTC Commission Staff Report

cc: Joan Malloy, City Manager
City of Union City
joanm@unioncity.org

Memorandum

8.1

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

DATE:	May 21, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Recommendation

It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request (Attachment A) for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and 4) make associated technical amendments. Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. This is an action item and requires 2/3 approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Summary

The 2014 Measure BB TEP included $400 million for BART to Livermore. Since that time, a significant number of developments have occurred on the project and in the project area, as detailed in the Project Background section of this memo. The TVSJVRRA was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

In 2017, BART released the Draft Environmental Impact Report for BART to Livermore. In May 2018 the BART Board voted to certify the Final EIR. The Board also passed a motion directing the General Manager to not advance an alternative, effectively passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The TVSJRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the $400 million from the BART to Livermore TEP project to Valley Link. The TEP amendment process, as detailed later in this memo, requires a 45-day comment period by jurisdictions in Alameda County. This recommended action would authorize the initiation of the 45-day comment period. Staff will then return to PPLC and the Commission after the completion of the comment period for final action on the proposed TEP amendment. Once a final amendment is recommended to the Commission after the comment period, a 2/3 vote by the Commission is needed per the TEP Implementing Guidelines.

The proposed amendment includes the following elements, which are documented in Attachments B and C:

1) Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds (Attachment B, Plan Amendment Resolution).
2) Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.
3) Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.
4) Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above (as shown in Attachment C, TEP Redline Markups).

Project Background

A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years, there have been efforts by many residents, local elected officials, and other stakeholders to extend the BART alignment to Livermore, including planning, funding and project development efforts.

Regional and State Rail Planning

In 2007, the San Francisco Bay Area Regional Rail Plan developed by the Metropolitan Transportation Commission (MTC) identified the BART to Livermore extension as an important inter-regional rail connection. The Regional Rail Plan envisioned that BART should connect to the ACE train service in Livermore in order to provide a reliable and fast transit option for the growing congestion over the Altamont Pass and along the I-580 corridor. The importance of rail service between the Tri-Valley and San Joaquin Valley was reiterated in the 2018 California State Rail Plan, which calls for a Tri-Valley rail hub and increased rail frequencies and connectivity over the Altamont Corridor.

BART to Livermore Project

By the 1980s, the extension of BART further east in the Tri-Valley was already under serious consideration. In the mid-1980s, BART purchased a potential site for a future station near the Isabel Avenue and Interstate 580 interchange and a site in the vicinity of Greenville Road and Interstate 580 for purposes of preserving land for a potential station and yard/maintenance facility. In 1997, the Dublin/Pleasanton line was opened, with a West Dublin station added in 2011.

Numerous local and regional transportation measures have included support for BART to Livermore, starting with the 1986 Alameda County Measure B, which included $170 million for a "Rail extension to Dublin Canyon". The 2000 TEP included funding of $8.7 million for "I-580 Corridor/BART to Livermore Studies". Measure BB included $400 million in the 2014 TEP for "BART to Livermore". The project also received Regional Measure 1 bridge toll funding to advance planning and environmental work. In June 2018, Bay Area voters approved Regional Measure 3, which includes $100 million for "Tri-Valley Transit Access Improvements."

In 2010, after two years of analysis, BART completed a Program Environmental Impact Report (EIR) that evaluated the feasibility of five potential station sites and 10 different alignments for the BART to Livermore extension. In 2012, the BART Board of Directors directed its staff to advance the conceptual engineering and environmental review of a one-station extension to Isabel Avenue (Proposed Project), as well as to coordinate with the City of Livermore on the land use planning around the future station site.

In 2014, Alameda County voters approved Measure BB to fund the 2014 TEP, which includes $400 million in dedicated funding for the BART to Livermore extension. Measure BB commits funds to support construction of the extension of BART in the I-580 corridor using the most effective and efficient technology.

On July 31, 2017, BART released the Draft Project EIR evaluating the Proposed Project and alternatives. In May 2018, BART released the Final Project EIR. The BART Board certified the Final Project EIR on May 24, 2018 and directed staff to not advance a specific project.

As major transportation project planning and analysis was underway, cities also advanced land use planning around future rail service. The City of Livermore prepared the Isabel Neighborhood Plan and program-level EIR for development around a new station. The Livermore City Council adopted the Isabel Neighborhood Plan and certified the EIR for the Plan in May 2018.

ACEforward Program

The San Joaquin Regional Rail Commission (SJRRC) ACEforward program outlined a vision for a phased rail infrastructure and service improvement plan to increase frequency, increase service reliability, and enhance passenger facilities along the existing ACE service corridor from San Jose to Stockton, and to extend ACE service to Modesto and Merced. The (SJRRC) released a Draft EIR in May of 2017 that was later rescinded; however, the technical

documents developed by the SJRRC for the ACEforward Draft EIR were made available to the TVSJVRRA for advancement of the Valley Link Project Feasibility Report and Draft EIR.

Creation of TVSJVRRA

In 2017 Assemblymembers Catharine Baker and Susan Eggman authored AB 758, which created the TVSJVRRA. The TVSJVRRA is led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal established for the TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system that reflects regional consensus and meet the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with a feasibility report.

AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance the project per AB 758. The TVSJVRRA adopted several goals and policies to guide the development of the project.

A key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

TVSJVRRA Adopted Project Goals:

The following goals were adopted by the TVSJVRRA to address identified regional and economic and transportation challenges:

- Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs.
- Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction, and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link Project Development Policies

The TVSJVRRA adopted several policies to guide the development framework of the project, including the following sustainability and transit-oriented development policies:

- Sustainability Policy: Identifies implementing strategies to achieve a zero emissions system. The adopted Sustainability Policy includes a commitment to encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households. It further directs maximizing benefits to these communities and households in the project planning and design of Valley Link. Four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities.
- Transit Oriented Development (TOD) Policy: Support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:
    - Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
    - Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently submitted by the City of Livermore to MTC/ABAG as a new PDA.

Valley Link Project Description

Valley Link is a proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail services between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

Attachment D includes a summary fact sheet and diagram of the proposed project.

The project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021 respectively.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (per a 2014 TEP amendment), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

Other Agency Actions

Given the project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, the San Joaquin Council of Governments (SJCOG), SJRRC, BART, Alameda CTC and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project:

- MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Resolution Number 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.
- SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.
- BART: BART has committed staff to directly lead the early development of the project due to its expertise in developing and delivering similar projects, such as the e-BART extension to Antioch.
- Alameda CTC, the SJRRC and Caltrans have provided technical reviews of preliminary design plans and documents. In addition, the TVSJRRA is in discussion with the City of Tracy regarding donation of a key 200-acre parcel under City of Tracy ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $20 million and is currently being appraised.

Project Considerations

The project construction will have significant impacts on the I-580 Express Lanes, with major impacts anticipated during construction. The TVSJVRRA staff have been working with Alameda CTC, as well as Caltrans, to identify design and construction considerations. Alameda CTC staff have held several workshops with the project design team to evaluate the preliminary design plans and will continue to be engaged through the ESC and technical groups to provide policy and technical feedback during design development to ensure minimal impacts to the I-580 Express Lanes. Alameda CTC will continue to work closely with the TVSJVRRA as the project design advances, and will also conduct financial analysis to understand potential impacts to toll revenues during construction to ensure revenue losses are addressed.

Proposed Amendments

The amendment that has been requested to be made to the 2014 TEP includes two elements as follows:

- Amend to include the new entity of the TVSJVRRA
- Amend to include the Valley Link Project for $400 million

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP):

BART Extension and System improvements ($710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as provide local funding for a proposed BART extension in the eastern part of the county.

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP. The proposed changes include moving the project from page 18 from the BART section of the TEP to page 20 under the section

"Major Transit Corridor and Commuter Rail Improvements", remove references to BART as the agency leading the rail extension, change references from the BART to Livermore project to Valley Link on pages 2, 3, 14, 18, 19 (map) and add Valley Link to the map on page 21 (see Attachment C).

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements as shown on Attachment C.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Implementing Guidelines Related to this TEP Amendment

Once the 2014 TEP amendments are complete, all the implementing guidelines will be applicable to the project and project sponsor similar to all other TEP projects. Specifically, for this TEP amendment, the following guidelines describe requirements for the amendment as well as the new project sponsor.

4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

8. Strict Project Deadlines: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

Note: any new amendment that adds a project must comply with this provision and the start date of the seven years will be from the date of the adopted amendment.

11. Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring

requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.

14. No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.

18. New Agencies: New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Planning, Policy and Legislation Committee (PPLC)

At the May PPLC meeting, Alameda CTC staff provided the Committee an overview of the amendment process and schedule, and Michael Tree, Executive Director of the TVSJVRRA gave an overview of the project. Discussion focused on questions related to the timing of the need for the amendment and clarification on the action the Commission would be voting on in May. A number of comment letters were received and summarized verbally for the Committee by the Clerk and emailed to the Committee members as received. The set of public comment letters received for the PPLC meeting is included here as Attachment E. Comment letters sent by Commissioners in their capacity as local government officials are not included but may be expressed verbally by Commissioner at the full Commission meeting. PPLC voted unanimously to advance the item to the full Commission.

Next Steps

Upon Commission approval to initiate the TEP amendment process, a 45-day comment period for jurisdictions in Alameda County will commence. Staff will return to the Commission to report on the comments received and to recommend final action by the Commission later this year.

Fiscal Impact: There is no fiscal impact for this item associated with the requested action.

Attachments:

A. Letter from TVSJVRRA Requesting TEP Amendment
B. Draft Resolution for 2014 TEP Amendment
C. Proposed 2014 Measure BB Expenditure Plan Redline Markups and Technical Amendments
D. Valley Link Project Fact Sheet
E. Comment letters received

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Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

8.1A

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President, Mountain House

Boardmember Bob Woerner
LAVTA Boardmember

Boardmember Leo Zuber
Vice Chair, ACE

Michael Tree
Executive Director

May 4, 2020

Mayor Pauline Cutter, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, Ca 94607

Dear Chair Cutter,

This letter is intended to supersede the information in the letter written to Chair Valle on September 11, 2019 (attached) as it relates to the language to be amended in the 2014 Transportation Expenditure Plan currently found on page 18. Please use the following language for the amendment:

Valley Link Rail in Alameda County ($400 M)
This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Thank you,

Alameda County Supervisor Scott Haggerty, Chair

cc: Ms. Tess Lengyel, Executive Director, Alameda CTC

Valley Link
Connecting People, Housing, and Jobs

1362 Rutan Court, Suite 100 | Livermore, CA 94551 | (925) 455-7564 | valleylinkrail.com

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LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

September 11, 2019

Supervisor Richard Valle, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Valle,

In May of 2018 the BART Board decided not to extend conventional BART to Livermore in favor of deferring the development of a rail extension project to the newly established Tri-Valley – San Joaquin Valley Regional Rail Authority ("Authority").

In the statute that created the Authority, AB 758 (Eggman/Baker), the Legislature addressed the transfer of local funds to the Authority for the Valley Link project in Section 132658:

> "the unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority's purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 1800000)."

Over the past 18 months, the Authority has been actively engaged in the planning of Valley Link, a passenger rail project that connects with the Dublin/Pleasanton BART station and travels eastward to Livermore and beyond to communities in the Northern San Joaquin Valley. A key element of the Valley Link Funding Plan for the Dublin/Pleasanton connection with BART and rail construction to Livermore is the $400 million in Measure BB that is currently listed in the Alameda County 2014 Transportation Expenditure Plan ("Plan") for the BART to Livermore project. Per the requirements of the Plan, The Tri-Valley – San Joaquin Valley Regional Rail Authority requests the following amendments:

1. The Tri-Valley – San Joaquin Valley Regional Rail Authority, established by AB 758,be included as an eligible recipient of funds.
2. That the following, specific language be amended:

   Move and amend the following language from Page 18 of the Plan to Page 20:

Valley Link
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1362 Rutan Court, Suite 100 | Livermore, CA 94551 | (925) 455-7564 | valleylink.com

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REGIONAL RAIL AUTHORITY

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Director, Mountain House

Boardmember Bob Woerner
LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

~~**BART to Livermore**~~ **Valley Link to Livermore ($400 M)**
The project funds Valley Link ~~the first phase of a BART to extension~~ within the I-580 Corridor freeway alignment from the Dublin/Pleasanton BART station to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of or any element of this ~~first phase~~ project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

In accordance with the Alameda County 2014 Transportation Expenditure Plan Implementing Guidelines, the Tri-Valley – San Joaquin Valley Regional Rail Authority understands and can fully comply with the requirements of recipients of Measure BB funds, including, but not limited to, annual audits and compliance reporting, the establishment of separate accounting funds for Measure BB funds, independent Watchdog reviews, performance measures, environmental clearance timelines, timely use of funds, contracting requirements, public reviews and approvals.

Thank you for your consideration,

Scott Haggerty

Alameda County Supervisor Scott Haggerty, Chair

cc: Mr. Art Dao, Executive Director, Alameda CTC

Valley Link
Connecting People, Housing, and Jobs
1362 Rutan Court, Suite 100 | Livermore, CA 94551 | (925) 455-7564 | valleylinkrail.com

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ALAMEDA County Transportation Commission

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

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Executive Director
Tess Lengyel

Draft

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Resolution No. 20-007

Resolution of the Alameda County Transportation Commission Amending the 2014 Transportation Expenditure Plan to Delete the BART to Livermore Project and add the Valley Link Project

WHEREAS, by action of the governing body ("Commission") of Alameda County Transportation Commission ("Alameda CTC") at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan ("2014 TEP"), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated $400 million to a project identified as "BART to Livermore," constituting the first phase of a San Francisco Bay Area Rapid Transit District ("BART") extension within the I-580 Corridor to serve residents and businesses in that Corridor.

WHEREAS, on May 24, 2018, the BART Board certified the Final Environmental Impact Report for the BART to Livermore project, but declined to approve the project as proposed nor any alternative for the project.

WHEREAS, Assembly Bill (AB) 758, as adopted by the State legislature and signed by the Governor, created the Tri Valley San Joaquin Valley Regional Rail Authority ("TVSJVRRA"), an entity led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal of TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley, to address regional economic and transportation challenges.

WHEREAS, AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance a rail extension in the Corridor, now identified as "Valley Link."

WHEREAS, a key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

WHEREAS, the Valley Link project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (subject to approval of this amendment to the 2014 TEP by the Commission), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

WHEREAS, given that the Valley Link project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (SJRRC), BART, Alameda CTC, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project, as outlined below:

MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.

WHEREAS, the 2014 TEP and Public Utilities Code Section 180207 together provide that the 2014 Plan may be modified if an amendment is approved by a two-thirds vote of the Commission.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended to delete the BART to Livermore Project and all references to that Project;

BE IT FURTHER RESOLVED that the Tri Valley San Joaquin Valley Regional Rail Authority be recognized as an eligible agency for recipient of funds in the 2014 TEP;

BE IT FURTHER RESOLVED that the Valley Link Rail Project in Alameda County with an allocation of $400 Million is placed in the 2014 TEP, described as follows:

This project funds the first phase of a Valley Link rail project from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BE IT FURTHER RESOLVED that the 2014 TEP be amended to include the following specific description of the Valley Link Project:

A proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail. The project is generally shown on the diagram below:

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 28, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

_____ _____

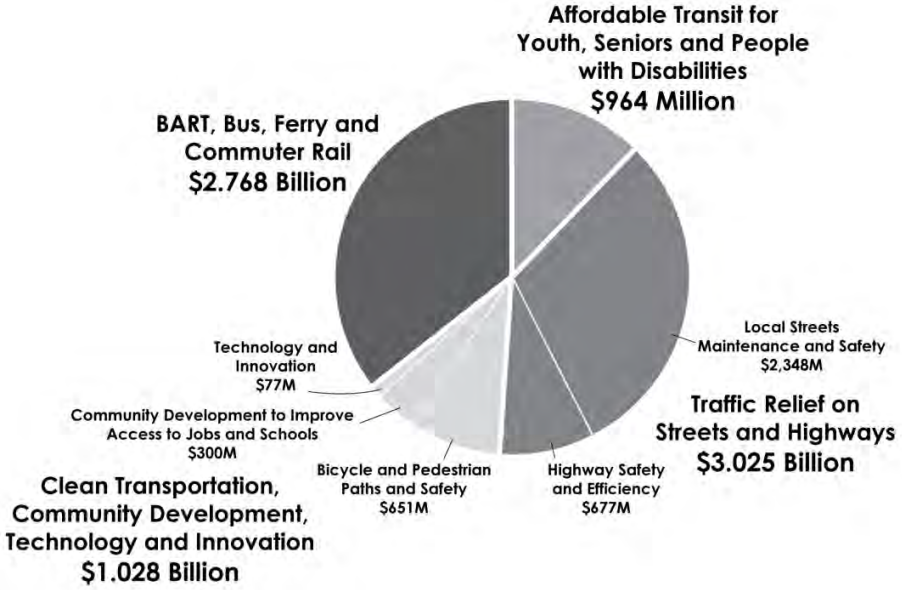
Pauline Russo Cutter, Vanessa Lee,

Chair, Alameda CTC Clerk of the Commission

Summary of Investments	FUNDS ALLOCATION* ($ x million)
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	**$1,587**
BART Expansion and Maintenance	$349 ~~$749~~
Bus Operations, Maintenance and Rapid Bus Projects	$1,548
Commuter Rail Improvements	$832 ~~$432~~
Ferry Services in Alameda County	$39
Affordable Transit for Youth, Seniors and People with Disabilities	**$964**
Affordable Youth Transit to School and Transit Innovation	$190
Affordable Transit for Seniors and People with Disabilities	$774
Traffic Relief on Streets and Highways	**$3,025**
City and County Streets*	$2,348
Highway Safety and Efficiency	$677
Clean Transportation, Community Development, Technology and Innovation	**$1,028**
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	$651
Community Development Projects to Improve Access to Jobs and Schools	$300
Technology and Innovation	$77
TOTAL INVESTMENTS (YEAR 2015 TO 2045)**	**$7,785**

Notes:
*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.
**Estimated funds from 2015 to 2045 are anticipated to be almost $8 billion.

$7,785 in Total Investments Year 2015 to 2045



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount ($ x millions)	% of Total Funds
BART, Bus, Senior, and Youth Transit (48%)	Transit: Operations, Maintenance, and Safety Program	AC Transit	$1,455.15	18.8%
		Altamont Commuter Express	$77.40	1.0%
		BART Maintenance	$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	$38.70	0.5%
		Livermore Amador Valley Transit Authority	$38.70	0.5%
		Union City Transit	$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	$15.00	0.19%
		Subtotal	**$1,857.63**	**24%**
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	$232.20	3.0%
		East Bay Paratransit - AC Transit	$348.31	4.5%
		East Bay Paratransit - BART	$116.10	1.5%
		Coordination and Service Grants	$77.40	1.0%
		Subtotal	**$774.01**	**10%**
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	$10.0	**14%**
		Alameda to Fruitvale BART Rapid Bus	$9.0	
		Grand/MacArthur BRT	$6.0	
		College/Broadway Corridor Transit Priority	$10.0	
		Subtotal	**$35.0**	
	BART System Modernization and Expansion	Irvington BART Station	$120.0	
		Bay Fair Connector/BART METRO	$100.0	
		BART Station Modernization and Capacity Program	$90.0	
		~~BART to Livermore~~	~~$400.0~~	
		Subtotal	**$~~710.0~~310.0**	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	$120.0	
		Union City Intermodal Station	$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	$110.0	
		Oakland Broadway Corridor Transit	$10.0	
		Capitol Corridor Service Expansion	$40.0	
		Valley Link	$400.0	
		Subtotal	**$~~355.0~~755.0**	
	TOTAL		**$3,731.64**	**48%**

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.
BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.
All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments. Funds for operations and maintenance will be provided to transit operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing ~~BART~~ rail system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, $1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

Transit Operations and Maintenance Program (21.55% of net revenue, estimated at $1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) $Millions
AC Transit	18.8%	$1,455
ACE	1.0%	$77
BART Maintenance	0.5%	$39
WETA (ferries)	0.5%	$39
LAVTA (WHEELS)	0.5%	$39
Union City Transit	0.25%	$19
Total Transit Operations	**21.55%**	**$1,668**

Affordable Youth Transit Pass Program ($15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at $175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

ACTC_AR2361

BART STATION ~~EXTENSION~~ AND SYSTEM IMPROVEMENTS ($3~~7~~10 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system~~, as well as provide local funding for a proposed BART extension in the eastern part of the county.~~

~~BART to Livermore ($400 M)~~

~~This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.~~

BART Station Upgrades and System Improvements ($310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.



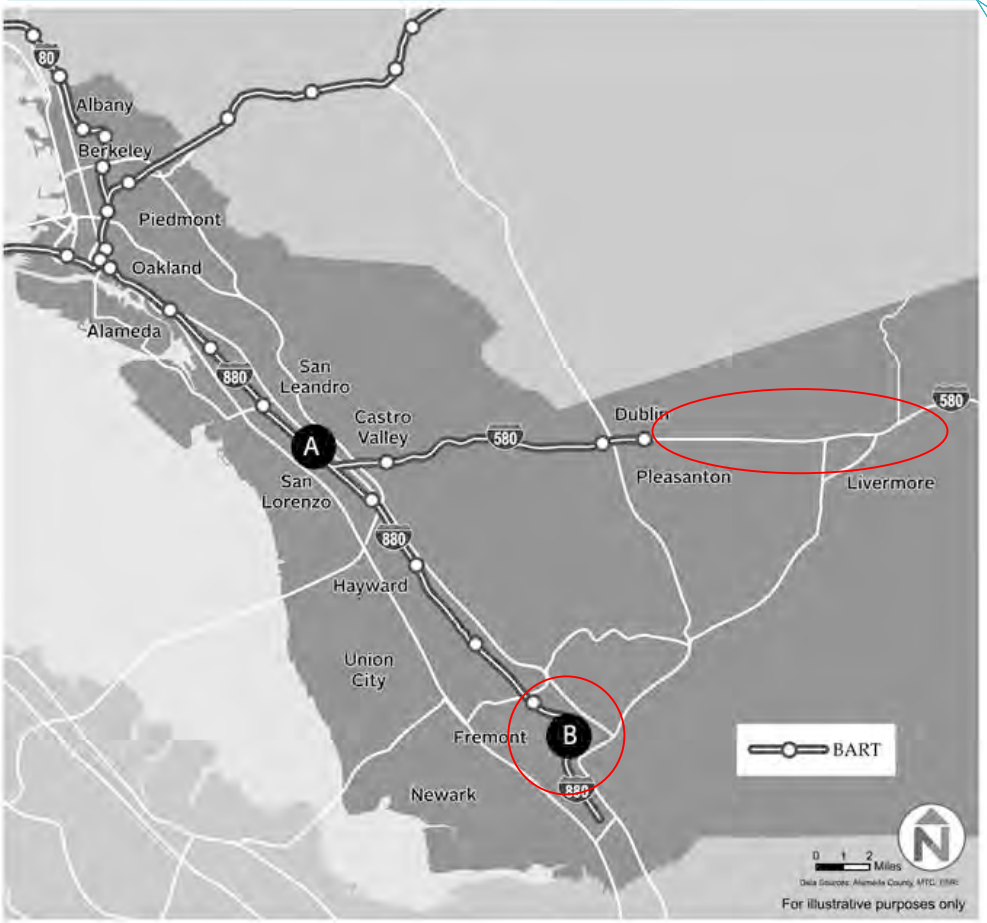
- **The Bay Fair Connector/BART METRO project will receive $100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive $90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.

- **The Irvington BART Station will receive $120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

ACTC_AR2362

BART INVESTMENTS



A Bay Fair Connector / BART METRO

B Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities

Commented [ACTC1]: Bottom circle: The new "B" is Irvington BART Station, and below that removal of "C"

Commented [ACTC2]: Top circle: Removal of the original "B – BART Extension to Livermore (within the I-580 corridor)"

Commented [ACTC3]: Middle circle: Change the original "C – Irvington BART Station" to a new "B"

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS ($~~355~~ 755 M)

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Corridor Area Transportation Improvements ($120 M)

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

Union City Intermodal Station ($75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.



Capitol Corridor Service Expansion ($40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

Railroad Corridor Right of Way Preservation and Track Improvements ($110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

Oakland Broadway Corridor Transit ($10 M)

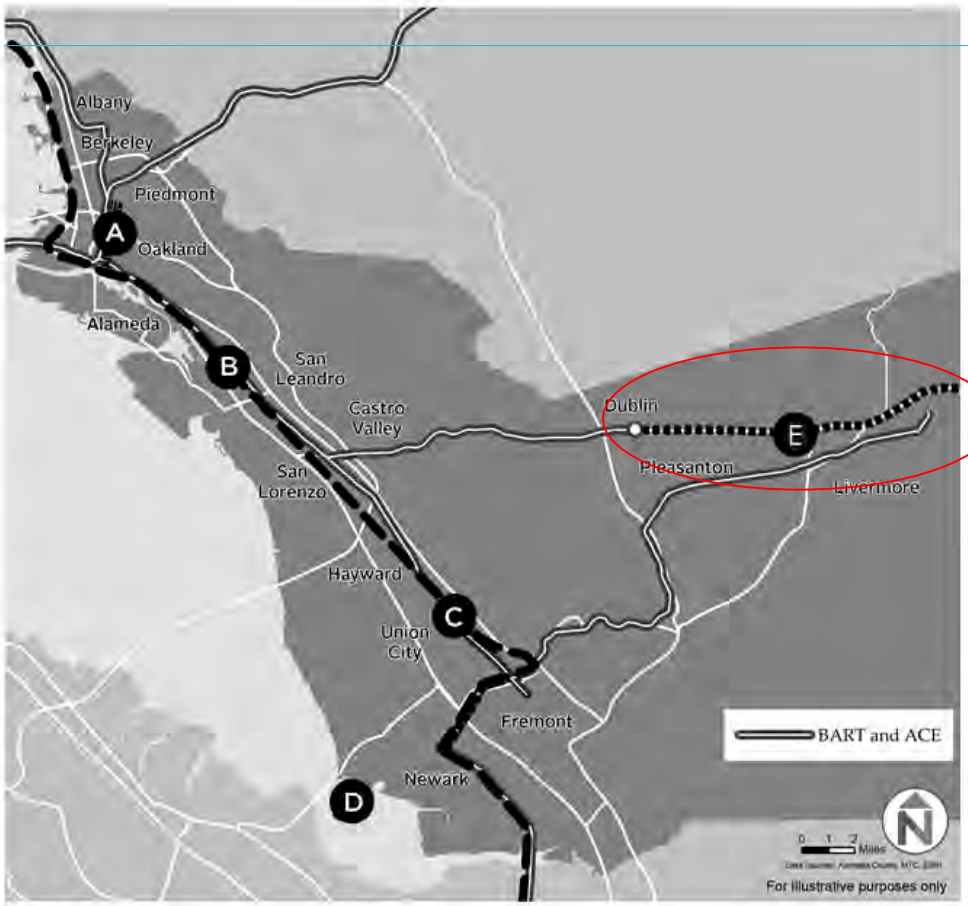
This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

Valley Link Rail in Alameda County ($400 M)

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

ACTC_AR2364

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



A Broadway Corridor Transit

B Capitol Corridor Service Expansion

C Union City Intermodal Station

D Dumbarton Corridor Area Transportation Improvements

E Valley Link Rail

Not Shown:
- Railroad Corridor Right of Way Preservation and Track Improvements

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Valley Link

Connecting People, Housing, and Jobs

Fact Sheet

Project Overview

Connecting San Joaquin Valley to the Bay Area. Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

A Seamless Connection to BART. The first phase of service will provide a seamless and timed connection to BART, with service from North Lathrop to the Dublin/ Pleasanton BART station.

Frequent and Reliable Service. Trains will run throughout the day in both directions with the goal of matching BART frequency and hours of operation.

Initial Service Characteristics

	PEAK	OFF-PEAK
Between Dublin/ Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)



As of APRIL 2020

Tri-Valley • San Joaquin Valley REGIONAL RAIL AUTHORITY



By the Numbers

- **9,3500 Bay Area workers** - commuting from San Joaquin Valley today
- **42 Miles** - using existing transportation corridors
- **7 Stations** – Dublin/Pleasanton, Isabel, Mountain House, Tracy, River Islands, North Lathrop
- **78 Minutes** - current average commute each way
- **28 days** – total commute time per year for average commuter
- **75% increase** - commute traffic on I-580 by 2040
- **58% increase** – truck traffic on I-580 by 2040
- **25 daily round-trips** - by Valley Link trains each day in 2040
- **28,000 riders** – estimated in 2040 for Valley Link per day
- **99.4 Million** – reduction in Vehicle Miles Traveled (VMT) per year in 2040
- **33,000 metric tons** – reduction in greenhouse gas emissions (GHG) per year
- **0 Emissions** – battery-electric and hydrogen vehicle technologies under development
- **$2.4 Billion** - cost of Valley Link Phase 1 from Dublin/ Pleasanton BART to North Lathrop, in year of expenditure
- **$628 million** - identified as available for the project:
  - **$400 million** - Measure BB funds
  - **$188 million** - Bridge Toll funds
  - **$40 million - impact fees from the City of Livermore**
- **2027 – target date for Valley Link revenue service**

Project Benefits

Valley Link aims to be a model of sustainability in the design, construction and operation of the system. It is vital to our state's economy, environment and the quality of life in our communities:

- Serves communities and households in the Northern San Joaquin Valley with some of our state's highest poverty rates;
- Promotes equity by maximizing benefits to disadvantaged communities
- Links the Northern California Megaregion's workforce to affordable housing;
- Readily connects our state's future high-speed rail system to BART;
- Provides direct and seamless service to major employment centers in all parts of the Bay Area;
- Provides opportunities for compact transit-oriented development; and
- Will have a significant impact on the reduction of VMT and greenhouse gas emissions.
- Operates on renewable energy

Sources:
Bay Area Economic Institute Valley Link Project Feasibility Report (October 2019)
San Joaquin County Council of Governments

For more information about Valley Link, visit **www.valleylinkrail.com**

Building and Construction Trades Council of Alameda County, AFL-CIO

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Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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Bay Area Transportation Working Group (BATWG)

May 11, 2020

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation Committee

Alameda County Transportation Commission (ACTC)

1111 Broadway, Suite 800 Oakland, CA 94607

Dear Commissioner Ortez:

It has come to our attention that the ACTC is thinking of reallocating the Measure BB funds set aside for the Livermore BART connection to "Valley Link". We urge you to desist.

For one thing such an action would make a mockery of what the Alameda County voters voted for in 2016. For another it would deny the people of Livermore the one good way of getting from their city to the East Dublin BART Station.

At the time the BART Board was considering whether or not to put the Measure BB $400 million toward a proposed $3.2 billion BART extension to Greenville Road, BATWG conducted an extensive investigation of the bus alternative. It was our conclusion that in terms of improving the access of the people of Livermore to BART, well-appointed buses (patterned after the privately-operated hi-tech buses) operating in bus-only lanes would be a far cheaper and better option. At the time we envisioned three separate lines originating in separate parts of Livermore all traveling out-of-traffic, at least during commute hours, to the Station.

Sincerely,

Gerald Cauthen
Co-Founder and President,
Bay Area Transportation Working Group
510 208 5441
www.batwgblog.com

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From:	Angie Ayers
To:	Angie Ayers
Cc:	Tess Lengyel; Vanessa Lee
Subject:	FW: Bike East Bay comments on Valley Link
Date:	Monday, May 11, 2020 12:23:17 PM

Hello Commissioners,

Please see the below public comment for item 5.1.

Regards,
Angie

Angie Ayers, Associate Administrative Analyst
Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607
Phone: 510.208.7450 direct dial | 510.208.7400 main line
Email: aayers@alamedactc.org Website: www.alamedactc.org
Facebook: www.facebook.com/alamedactc Twitter: @alamedactc

From: Vanessa Lee
Sent: Monday, May 11, 2020 12:20 PM
To: Dave(dave@bikeeastbay.org) Campbell <dave@bikeeastbay.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>; Angie Ayers <aayers@alamedactc.org>
Subject: RE: Bike East Bay comments on Valley Link

Received. Thank you.

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Dave Campbell <dave@bikeeastbay.org>
Sent: Monday, May 11, 2020 12:19 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Bike East Bay comments on Valley Link

Commission

We support transit, and possibly this project too, but have questions and concerns around:

1. The lack of public outreach in Livermore to generate support for this project. Measure BB in Livermore did not get a ton of support and BART was controversial. RM3 get even less support in Livermore. We don't want this project to be controversial like the BART project was. The Isabel Neighborhood Plan was controversial too because of BART. Where are the residents of Livermore on this project?;
2. Hour headways off -peak is poor public transit, and is in fact commuter rail. This corridor needs good transit. What can be done to convert this project from commuter rail to good transit?
3. Can we hear more about the financial crisis and how this project is affected? It's concerning to hear a presentation that does not acknowledge the current financial crisis.

Thank you for more clarifying information.

--
Dave Campbell
Advocacy Director
Bike East Bay
****
Office: 466 Water Street at Jack London Square in Oakland
Mail: PO Box 1736, Oakland, CA 94604
Cell: (510) 701-5971
BikeEastBay.org

Learn how COVID-19 is impacting Bike East Bay events and activities.

From:	Vanessa Lee
To:	Angie Ayers
Subject:	FW: Public Comment for item 5.1 at ACTC"s PPLC meeting on Monday 5/11
Date:	Monday, May 11, 2020 11:26:37 AM
Attachments:	hyperlinked_PPLC_Agenda_20200511.pdf

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, May 7, 2020 1:42 PM
To: Vanessa Lee <VLee@alamedactc.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>
Subject: Public Comment for item 5.1 at ACTC's PPLC meeting on Monday 5/11

Hi Vanessa-

I hope you are staying healthy and safe. Considering that I cannot attend next Monday's PPLC meeting in person due to the SIP, please make sure my comments are read into the record for Public Comment as part of agenda item 5.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti
(925) 858-5303

Dear Chair Ortiz and Honorable Commissioners:

On behalf of the Innovation Tri-Valley Leadership Group, I respectfully request for the PPLC to support the Staff recommendation to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. Our Committee worked to ensure that the Expenditure Plan included the fulfillment of plans dating back to the 1960's which envisioned a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. This vision was part of the plan approved by the voters of Alameda County. Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it.

Four years later in May of 2018, the BART Board certified the BART to Livermore EIR but transferred the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley to the Tri-Valley - San Joaquin Valley Rail Authority. The Authority has since completed a Feasibility Report for Valley Link, a project proven to be cost effective and efficient, estimated to carry between 26,000 and 28,000 riders a day in the highly congested I-580 corridor.

With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority that will benefit the environment, the economy and the quality of life of residents and

Bay Area workers. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete the project. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision of Measure BB for rail connectivity in the Tri-Valley, and I urge the Committee to approve the item.

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group
925.858.5303
tsbranti@innovationtrivalley.orgwww.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

May 8, 2020

Elsa Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: PPLC Agenda Item 5.1 – Tri-Valley-San Joaquin Valley Regional Rail Authority Request for 2014 Measure BB Transportation Expenditure Plan Amendment – **SUPPORT**

Dear Chair Ortiz:

I am writing on behalf of the Livermore Valley Chamber of Commerce (LVCC), a business membership organization with nearly 500 members from a cross-section of private/public and non-profit industry sectors that employ nearly 20,000 workers. Ensuring that public dollars are wisely spent and that taxpayers receive a good return on their investment, while responsibly planning, funding, and maintaining and operating our transportation system is a key policy priority for LVCC.

LVCC supports the above referenced item, advancing the efforts to close the gap in the I-580 corridor for an urgently needed and long-awaited, effective rail connection between Livermore and the Dublin/Pleasanton East BART station. I reiterate the support formerly expressed by LVCC over many years for planning and funding support for such a project. LVCC appreciates the wisdom of the leaders of the Alameda County Transportation Commission in designating significant funding in Measure BB (which was supported by LVCC) to provide for a future rail connection in this corridor. In light of events that have transpired since the approval of BB, your prudent actions necessary to amend the expenditure plan to accommodate the request by the Tri-Valley-San Joaquin Valley Regional Rail Authority is welcomed and appreciated. LVCC recognizes and strongly supports the efforts of the TVSJRRA to effectively deliver a rail connection project in this corridor within the next few years.

We look forward to moving forward with this initiative and this project, and stand ready to support you in this action.

Respectfully,
Dawn P. Argula
Dawn P. Argula
CEO/President

C: Scott Haggerty, First District Supervisor, Alameda County BOS
Tess Lengyel, Executive Director, Alameda County Transportation Commission
Michael Tree, Executive Director, Valley Link
John Marchand, Mayor, City of Livermore

Livermore Valley Chamber of Commerce
2157 First Street Livermore CA 94550
925.447.1606
www.livermorechamber.org

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SIERRA CLUB
SAN FRANCISCO BAY

Serving Alameda, Contra Costa, Marin and San Francisco counties

May 11, 2020

Via email to: vlee@alamedactc.org

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation (PP&L) Committee
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: PP&L Agenda item #5.1 – Approve Tri-Valley- San Joaquin Valley Regional Rail Authority (TVSJVRRA, aka Valley Link) Request for a 2014 Measure BB Transportation Plan Expenditure (TEP) Amendment

Dear Chair Ortiz and Members of the PP&L Committee:

On behalf of our more than 13,500 members in Alameda County, the Sierra Club writes to respectfully express great concern about Item #5.1 on your Agenda for Monday May 11, 2020. We believe that there are far too many issues and questions that should be addressed before the recommended actions move forward.

We recognize that the proposed actions before your Committee are just the beginning of a process to reprogram the sales tax funds that were approved by voters for "BART to Livermore." But as set forth in the staff memo, the proposed actions, and their timing, would establish dangerous precedents for lack of planning and financial responsibility. There is simply no need to rush into the proposed actions, particularly in the context of the current health and financial crises being faced by the State and local communities. Why not first take time for responsible analysis and an opportunity to see if-how-and-when recovery is able to occur, before committing funds that may not materialize for years to come?

Every responsible forecast is anticipating that "the future of work" will be different, post-pandemic, than we have ever been experiencing previously. Why base such a massive investment of public funds on what is already and at best "old data?"

The first Agenda request is that the TVSJVRRA be acknowledged as a new agency in Alameda County that can be an eligible recipient of Measure BB funds. While this

2530 San Pablo Ave., Suite I, Berkeley, CA 94702 Tel. (510) 848-0800 Email: info@sfbaysc.org

should be the least controversial element of the requests, nothing in the staff memo identifies the potential magnitude of impacts on other Measure BB transit recipients. There is no operating budget provided in the Committee materials. Can taxpayers and pre-pandemic passengers be assured that this new system will not become a drain on other, voter-approved transit agencies in the County?

The second and third requests would remove “BART to Livermore” from the TEP and substitute Valley Link with no consideration of possible alternatives – why? The project list for Measure BB was the result of years of input and deliberation by Community and Technical Working Groups. Why not have a full and fair competition for alternative uses of these funds, throughout the full list of “BART, Bus, Senior, and Youth Transit” options identified as the relevant “Type” on page 3 of the TEP (page 24 of the Committee packet), especially with the enormous uncertainties facing projections for both traffic and funding revenues?

Implementing Guideline 22 of the Measure BB TEP is surprisingly omitted from the staff memo, but supports this broadened approach, stating:

> **22. Fund Allocations**: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

Even the language from AB 758 (Eggman/Baker, PUC section 132658) that is quoted in the “superseded” request dated September 11, 2019, recognized that there was no entitlement to the “local funds controlled by the Alameda County Transportation Commission.”

It should also be noted that the proposed description and conditions regarding Valley Link delete and/or change significant descriptive and cautionary language (which was carefully negotiated and voter-approved) before funds may actually be “used.” The text below sets forth full “before and after” language in a single view for the information of Commissioners and the public:

> ~~BART to Livermore ($400 M)~~
> Valley Link rail in Alameda County ($400 M)
>
> This project funds the first phase of a ~~BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ Valley Link rail extension from the existing Dublin/ Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.

> Funds are for construction for any element of this first phase project and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an ~~detailed~~ alternative assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Why are voter and environmental protections proposed to be removed for this new project? Do Commissioners really think this is wise and appropriate? Why not, at a minimum, wait until the requisite Environmental Review is both released in draft form and then completed? – This critical document is already a year behind the previous schedule.

Where is the San Joaquin County commitment to support their own residents who are likely to be the primary beneficiaries of this project? The proposed resolution merely states that:

> SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from ***future*** measures and state funds. **(emphasis added)**

Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and operations for this multi-county project. “Leveraging” of other funds should, at a minimum, be based on full and fair participation from designated “partners.”

Several places in the proposed “amendments” describe Valley link as “Commuter Rail," despite the fact that it is proposed to operate throughout the day. Subsection 49 CFR 37.3 in relevant part defines “commuter rail” as

> *Commuter rail transportation* means short-haul rail passenger service operating in metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fare, multiple ride, and commutation tickets and by morning and evening peak period operations. This term does not include light or rapid rail transportation.

Is this an attempt to obviate or avoid an obligation for ADA complementary paratransit service for passengers, or attempted passengers, who may have difficulty using the train service?

We must also ask if ACTC or Valley Link have informed MTC and ABAG that the proposed project will facilitate inter-regional commuting, contrary to the intent of SB 375 and the Bay Area's Sustainable Communities Strategy.

This message sets forth only some of the most obvious concerns about the proposed Measure BB actions. There are certain to be more, but disclosure by ACTC and Valley Link should not be delayed until the end of the requisite "public comment" period. The Sierra Club respectfully requests, and urges at a minimum, that the questions and issues noted above be addressed before any Commission action to consider Valley Link's requests. To do any less would call into question Commissioners' significant public service obligations to Alameda County voters, taxpayers, and residents. We look forward to working with you and ACTC staff to consider a full range of responsible uses of Measure BB funds. If you have any questions, or desire further information, please do not hesitate to contact Matt Williams at mwillia@mac.com.

Sincerely,

ss/
Matt Williams
Chair, Chapter Transportation and Compact Growth Committee

ss/
Dick Schneider
Chair, Chapter Tri–Valley Group Executive Committee

ss/
Eric Parfrey
Volunteer Leader, Mother Lode Chapter

Cc: Sierra Club California Director Phillips
San Francisco Bay Chapter Executive Committee Chair Bolotina
San Francisco Bay Chapter Director Berbeco

Memorandum 8.1F: Handout

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

DATE:	May 28, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy Vanessa Lee, Clerk of the Commission
SUBJECT:	Additional Public Comment Submissions regarding the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP)

Please find all written public comments received for the May 28, 2020 Commission meeting Item 8.1: Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan that were submitted after the Commission packet was distributed and were received by the 5 p.m. deadline notice on the agenda. These comments are in addition to those already distributed at Attachment E to item 8.1 in the Commission meeting materials. (*listed in alphabetical order):*

- Alameda County Taxpayers Association
- BART (1)
- BART (2)
- Bay Area Council
- Bay Area Transportation Working Group
- Building & Construction Trade Council of Alameda County
- Chabot-Las Positas Community College
- City of Dublin
- City of Livermore
- City of Pleasanton
- Innovation Tri-Valley Leadership Group
- Laborers' Local 304
- Livermore Amador Valley Transit Authority
- Pleasanton Chamber of Commerce
- Train Riders Association of California

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From:	Marcus Crawley
To:	Vanessa Lee
Subject:	Tri Valley $400 million
Date:	Saturday, May 23, 2020 7:59:43 AM

Pauline Cutter, Chair, and ACTC Commissioners May 22, 2020
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)

Dear Chair Cutter:

The Alameda County Taxpayers Association (ACTA), a 501(c)(4) organization, represents the taxpayers of this County in advocating legal and productive expenditures of taxpayer funds. As such, ACTA is a statutory appointer of a member of the ACTC Independent Watchdog Committee.

Alameda County Taxpayers Association [ACTA] is troubled by plan to transfer $400 million BART funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority. The Alameda County voters approved the Special Tax of Measure BB and to be dedicated for Alameda County transportation projects such as the BART to Livermore extension. The foremost consideration of ACTC must be the will of the voters. ACTC must narrowly construe the intention of the voters regarding the 'specific purposes' of the Measure BB special sales tax. The voters did not contemplate that the Measure BB taxes would single-handedly fund multi-county projects in the absence of funds contributions from other counties. When the Tri-Valley Authority has produced its share of the project funding, the ACTC can plan how to spend Tri-Valley Authority funds. ACTA will vigorously oppose any plan to divert these funds away from a voter-approved project.

For the present ACTC must demonstrate that it can plan a viable project by solving the BART to Livermore extension. This Committee must demonstrate leadership and build consensus on existing Alameda County projects, not leap ahead to the next glorious project that has not even been planned. As a first step in leadership, the committee should use its power to make the promised annual audits of Measure BB expenditures a reality.

We call on ACTC to table this action until such time as a proper study be made of this project and the logical alternatives, including a long-haul commuter express bus network for both Eastern Alameda County along the I-580 Corridor and over the hills from the Central Valley. We certainly have no objection to working jointly with Central Valley governments and other interest groups on a project of mutual benefit. However, we do not understand why ACTC is proposing that the Alameda County taxpayers be the first to transfer funds approved by the voters to benefit primarily Alameda County residents to a project that would instead primarily benefit residents of other counties – particularly since there is no commitment from those counties, or even an idea of when such a commitment might be made.

The $400 million was originally approved by the voters as part of Measure BB in 2014 for a BART extension to Livermore. The BART Board elected not to pursue this, so we agree it is proper to study other transportation improvements in this corridor – but, we believe that the first priority should be for what the voters intended, benefits for the residents and travelers along the I-580 corridor in the Eastern Tri-Valley area.

We do not object to the study of rail alternatives in this corridor and into the Central Valley, either BART or commuter/inter-city rail. But, in our role as a taxpayer advocate, we believe that it would be improper to advocate for rail unless and until a proper, unbiased study fairly considers other options, including a bus system on dedicated lanes, that could require far less taxpayer dollars and could be completed much faster. If the study shows that Valley Rail is the best option and is fair to the taxpayers and the traveling public, and is feasible, then ACTC should consider this $400 million reallocation at that time.

We do not understand the necessity nor the benefit of making this decision so early in the planning process.

I will be commenting on this matter at the Commission meeting.

Thank you for your consideration of the position of the Alameda County Taxpayers Association on this important matter before the Commission.

Respectfully submitted,

Marcus Crawley -President of

ACTA

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As BART Director (District 5) and representative for my constituents and taxpayers in the Tri-Valley area, I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades. The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

I urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

John McPartland
BART Director, District 5

www.bart.gov

Cc: BART Directors and Board Appointed Officers
Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

Via Email

Mayor Pauline Cutter, Chair
c/o Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 95607
vlee@alamedactc.org

RE: Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request

Chair Cutter:

Thank you for the opportunity to comment on the above referenced item. On behalf of the San Francisco Bay Area Rapid Transit District (BART), I would like to express support for beginning a 45-day comment period on the proposed amendment to the 2014 Measure BB funded TEP, as described in the staff memorandum.

In May 2018, the BART Board of Directors certified the Final Project EIR for the BART to Livermore extension, and directed staff not to advance a specific project in the Tri-Valley. Pursuant to AB 758 (Baker), the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) at that point assumed responsibility to advance a rail project in the corridor. Since then, BART staff have been engaged with the TVSJVRRA throughout project feasibility and initial design and environmental assessments of the proposed Valley Link Rail project, and this coordination continues.

Because of this, BART supports the action to begin the public comment period for the amendment to the TEP naming the TVSJVRRA as an eligible recipient of Measure BB funds and specifically naming the Valley Link project in place of BART to Livermore. It is important to hear from Alameda County residents and other stakeholders. The District anticipates submitting a more detailed set of comments during the official 45-day comment period that this action will kick-off.

Please do not hesitate to contact me or my staff with any additional questions.

Sincerely,

Robert M. Powers
General Manager

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BAYAREA COUNCIL
Shape the Future

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Jim Wunderman

Jim Wunderman
President & CEO
Bay Area Council

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

Bay Area Transportation Working Group

May 23, 2020

Pauline Cutter, Chair, and ACTC Commissioners

Alameda County Transportation Commission

1111 Broadway, Suite 800

Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda Item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)"

Dear Chair Cutter:

The Bay Area Transportation Working Group (BATWG) is an Oakland-based 501(c)(3) composed of senior transportation experts and advocates with centuries of collective experience in California, Bay Area, and Alameda County transportation issues and projects.

At BATWG's May 21, 2020 meeting there was a discussion of the proposed diversion of Alameda County Measure BB funds to Valley Rail. After the discussion the vote was unanimous; we believe this action would be inappropriate and unwise.

What Valley Rail needs most right now is a full, proper, and unbiased study of its feasibility – including projected ridership, cost-effectiveness and identified sources of funding, all in comparison with the other transportation options for the corridor and all taking the changes brought on by COVID into full account.

In 2017, when the question how to use this $400 million was before the BART Board, the BART staff recommended a significantly upgraded bus option on grounds that it would better serve the transportation needs of Pleasanton and Livermore than an expensive 10-mile extension of BART to Livermore's Greenville Road would. BATWG strongly supported the staff's recommendation and subsequently submitted a list of proposed bus system enhancements.

The original BART Extension project approved by the Alameda County voters was intended to benefit the people of Alameda County, including the residents of

Pleasanton and Livermore Area and those traveling to those cities from more westerly Alameda County locations. Obviously, this was a project that the Alameda County taxpayers were willing to support because the vast majority of the benefits would accrue to Alameda County residents and taxpayers. Valley Rail, which includes five stations in the Central Valley and only three in Alameda County, is intended to primarily benefit non-Alameda County residents.

There is no reason or justification for diverting $400 million in BB funds to Valley Rail at this time.

The Bay Area Transportation Working Group looks forward to working with the ACTC in working to improve transportation in the I-580 Corridor.

Respectfully submitted,

Gerald Cauthen PE

President and Co-founder

Bay Area Transportation Working Group (BATWG)

510 208 5441

www.batwgblog.com

Building and Construction Trades Council of Alameda County, AFL-CIO

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Oakland, CA 94621
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Andreas Cluver
Secretary-Treasurer

Rob Stoker
President

Rafael Gonzalez
Vice President

Che Timmons
Sergeant in Arms

Auto & Marine Painters, #1176
Boilermakers, #549
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Carpenters, #2236
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Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

May 26, 2020

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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CHABOT
LAS POSITAS
COMMUNITY
COLLEGE
DISTRICT

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The CLPCCD and, especially Las Positas College, as evidenced by our MOU with LAVTA, recognize the value of public transportation in meeting sustainability goals and facilitating travel to and from the college. Specifically, the largest benefactor of these two projects will be Las Positas College, and the community we serve which encompasses over 9,200 students and 500 employees. Our research shows that our public transportation usage average is 10,000 individual rides per month and nearly 500 students take the bus each business day. Of our total student population, 20% take classes at both campuses. A rail extension to Livermore would support and facilitate the needs of student populations from both the Tri-Valley and 880/580 corridors. We know there is still a great need for additional public transportation options for all of our students and employees.

CLPCCD provides educational opportunities and support for completing of students' transfer, associate degree, basic skills, career technical education, and retraining goals. We serve, annually, approximately 29,000 students. Our employees and students use public transportation to get to and from their homes to our places of work.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Ronald P. Gerhard
Chancellor

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

CHABOT-LAS POSITAS COMMUNITY COLLEGE DISTRICT BOARD OF TRUSTEES

Edralin J. "Ed" Maduli, President
Genevieve Randolph, Secretary
Hal G. Gin, Ed.D.
Linda Granger
Maria L. Heredia
Tim Sbranti

Ronald P. Gerhard, Chancellor

OFFICE OF THE CHANCELLOR

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www.clpccd.org

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DUBLIN
CALIFORNIA
THE NEW
AMERICAN
BACKYARD

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

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The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Linda Smith
E33836CEEC044E0...

Linda Smith
City Manager, City of Dublin

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
925.833.6640
Fire Prevention
925.833.6606
Human Resources
925.833.6605
Parks & Community Services
925.833.6645
Police
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Public Works
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Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

LIVERMORE
CALIFORNIA

May 28, 2020

The Honorable Pauline Russo Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Agenda Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. Position of support.

Dear Chair Cutter:

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire County by reducing traffic over the Altamont Pass and through the congested I-580 and I-680 corridors. An estimated 93,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses, teachers, and people employed in manufacturing in the Tri-Valley and throughout Alameda County. Many of these Bay Area workers have been priced out of the communities they serve by rising housing costs and are suffering through an average 78-minute commute each way.

The environmental benefits of Valley Link are significant. Valley Link offers a rail alternative for those commuting by automobile. An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles

Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year.

Valley Link supports construction of badly needed affordable housing. Through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The Isabel Neighborhood Specific Plan, developed around the Valley Link station at Isabel Avenue, includes 4,095 new multifamily housing units with a mandatory 20% minimum affordable requirement with an overall goal for 25% affordable units in the Plan area.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will help ensure that this vital project can move forward to benefit the entire County and that commitments to the Tri-Valley are finally met.

Sincerely,

John Marchand

John Marchand
Mayor

cc: Supervisor Scott Haggerty
Tess Lengyel, ACTC Executive Director

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THE CITY OF
PLEASANTON

May 26, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that all of our Tri-Valley residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

P. O. Box 520, Pleasanton, CA 94566-0802 **123 Main Street**

City Manager
(925) 931-5002
Fax: 931-5482

City Attorney
(925) 931-5015
Fax: 931-5482

Economic Development
200 Old Bernal Avenue
(925) 931-5038
Fax: 931-5476

City Clerk
(925) 931-5027
Fax: 931-5492

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We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Nelson Fialho
9B5F9FFD0C8544D...

Nelson Fialho
City Manager

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Pleasanton City Council

From:	Tim Sbranti
To:	Vanessa Lee
Subject:	Public Comment for Item 8.1 at ACTC meeting on Thursday 5/28
Date:	Tuesday, May 26, 2020 11:26:55 PM

Hi Vanessa-

I hope you are doing well. Please make sure my comments are read into the record for Public Comment as part of agenda item 8.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti

Dear Chair Russo Cutter and Honorable Commissioners:

On behalf of the business and civic leaders who comprise the Innovation Tri-Valley Leadership Group, please support the Staff recommendation and the unanimous decision from PPLC to amend the Measure BB Transportation Expenditure Plan and replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. As Commissioner Haggerty pointed out at the PPLC meeting, a deliberate decision was made to ensure that priorities of leaders in each of ACTC's 4 planning areas were included in the measure. The priority in 2014 remains the same as it was 50 years as it is today.....establishing a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision approved by the voters of Alameda County for rail connectivity in the Tri-Valley.

Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it. Considering that the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley was transferred in 2018 from BART to the Tri-Valley - San Joaquin Valley Rail Authority, now is the time to transfer the funds as well for rail in the Tri-Valley. In recent months, the Authority has completed a Feasibility Report for Valley Link, a project proven to be cost-effective and efficient, estimated to carry between 26,000 and 28,000 riders a day to relieve gridlock in the highly congested I-580 corridor. With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority and the time to act is now.

Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with state, federal and private funding to complete the much-needed project, and we hope that you will

fulfill the original vision and meet present and future needs of the County by approving the item.

--

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Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group

www.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

From:	Rafael Gonzalez
To:	Vanessa Lee
Subject:	Valley Link
Date:	Tuesday, May 26, 2020 10:10:41 AM

Good morning. I am writing to you in support of the Valley Link project and the proposed funding of that project. As a representative of thousands of workers who commute from the Central Valley into the Bay Area, and as someone who does that same commute, I can attest to the importance of the Valley Link Rail System. I moved to Tracy, about 20 years ago and I have seen firsthand the increase in commuter traffic. All the experts agree that this will only continue to increase as time goes on. This will result in more time on the road, which increases the carbon footprint of each individual commuter. Valley Link provides a safe alternative from the Central Valley to the Bay Area, reducing the amount of vehicles on the road, which in turn results in lower commute times, carbon emissions, and stress levels!

Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.

The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.

For these reasons and other, I humbly ask that you consider having the Tri-Valley – San Joaquin Valley Regional Rail Authority recognized as an agency eligible for Measure BB funds (agency hadn't been created when Measure BB was approved). We are also seeking to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project. This will put $400 million in Measure BB funds into the control of the Valley Link Board.

I thank you for your consideration.

Rafael Gonzalez
President/ Field Representative
Laborers' Local 304
(510)581-9600 (office)
(510)432-2827 (mobile)

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Livermore Amador Valley
TRANSIT AUTHORITY

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

David G. Hudson

Cc: Alameda County Transportation Commission members
Tess Lengye!, ACTC Executive Director

1362 Rutan Ct., Ste. 100 | Livermore, CA 94551
O. (925) 455-7555 | F. (925) 443-1375
wheelsbus.com

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PLEASANTON CHAMBER of COMMERCE

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I am writing to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to eventually advance rail connectivity to the San Joaquin Valley. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are finally met.

Sincerely,

Steve Van Dorn
President & CEO

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

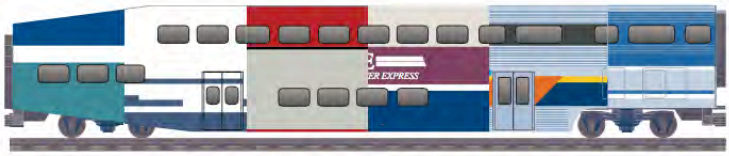
www.pleasanton.org
777 Peters Avenue • Pleasanton, CA 94566 • Phone: (925) 846-5858 • Fax: (925) 846-9697

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TRAC
Train Riders Association of California

1025 Ninth Street Suite 223
Sacramento CA 95814-3516

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Officers

David Schonbrunn
President
Marin County

Greg Thompson
Secretary
Sacramento County

Gordon Osmundson
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May 26, 2020
Submitted to:
contact@
alamedactc.org

Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Agenda Item # 8.1, May 28 Meeting
Measure BB Exp. Plan Amendment

Dear Chair Cutter:

The Train Riders Association of California ("TRAC") is a statewide rail advocacy organization that has worked since 1984 to improve passenger rail service in California. TRAC has been involved in passenger rail planning for the Altamont Corridor for at least two decades. We have made presentations to the Valley Link Board and participated in their public meetings.

We write today to urge your Board to defer action on amending the Expenditure Plan for Measure BB until you receive an environmental impact report for Valley Link, which is nearing completion. The Administrative Draft was under review last October, and the Draft EIR is now scheduled for public review in September 2020. TRAC suggests the following reasons for deferral of this agenda item:

1. Without a certified EIR, there is no evidence to support the claim that the proposed Valley Link project will provide meaningful benefits to Alameda County taxpayers. The Commission has a special duty to taxpayers to make an affirmative finding of benefit, under Section 14 of the Expenditure Plan Guidelines:

> **No Expenditures Outside of Alameda County**: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. (emphasis added.)

2. From its inception, this project raised serious questions as to whether BART would be able to handle the additional passengers that Valley Link would transport from the Central Valley. The EIR

should resolve that question. If Valley Link were projected to make overcrowding on BART even worse, that would have serious implications as to whether the project could reasonably be judged as benefitting Alameda County residents.

3. An EIR would determine whether Valley Link would result in the construction of any infrastructure or station that would be inconsistent with the land use-constraining provisions of Alameda County year 2000 Measure D. On a related topic, an EIR will provide information on the Valley Link project's compliance with the County's Gateway Policy.

4. As the largest single capital project in Measure BB, BART to Livermore was the marquee project. Because of that special status, it demands special treatment above and beyond the 2/3 majority required for an amendment. This is not some minor project. Amending the Plan to include this project changes the entire profile of the measure, because the voters never gave their support to the Valley Link project. There is no evidence that the voters of the Tri-Valley, which did not support Measure BB, would support Valley Link.

5. Because Measure BB resulted in financial trade-offs between the Tri-Valley and the North County cities through a reweighting of the basic allocation formula for local streets and roads, the entire Expenditure Plan would need to be reopened to assure fairness for all jurisdictions.

6. Other alternative projects, including several that TRAC has advocated for, would potentially be far more cost-effective in providing the service that Valley Link seeks to offer. In particular, the $1+ billion dollar cost of the I-580 relocation is merely a utility relocation, offering no transportation benefit to taxpayers.

Thank you for considering these comments.

Sincerely yours,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President, TRAC

ALAMEDA County Transportation Commission

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

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Executive Director
Tess Lengyel

May 28, 2020

Mr. Stephen Adams
Union City Transit & Paratransit
34009 Alvarado-Niles Rd
Union City, CA 94587

Via Email: sadams@unioncity.org

Re: Alameda County Transportation Commission 2014 Measure BB Transportation Expenditure Plan Amendment Comment Period

Dear Mr. Adams,

In November 2014, voters in Alameda County approved Measure BB, authorizing an extension of the existing transportation sales tax (Measure B), administered by the Alameda County Transportation Commission (Alameda CTC). The 2014 Transportation Expenditure Plan (2014 TEP) guides the investments of Measure BB revenues toward capital projects and programs that improve the countywide transportation system.

On May 28, 2020, the Alameda CTC Commission voted to initiate a comment period for comments by jurisdictions in Alameda County on a proposed amendment to the 2014 TEP to replace the BART to Livermore project with the "Valley Link" project. The 2014 TEP Implementing Guidelines specify that all jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

Proposed Amendment

In September 2019, the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) requested that Alameda CTC amend the 2014 TEP to replace the BART to Livermore project that is in the 2014 TEP with the Valley Link rail project, and transfer the associated $400 million that was identified for BART to Livermore to the Valley Link project. The TVSJVRRA was created in 2017 by the State Legislature (Assembly Bill 758) for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County. In 2017, BART released the Draft Environmental Impact Report for the BART to Livermore project, which had been under consideration for many years. In May 2018, the BART Board voted to certify the Final EIR and also passed a motion directing the BART General Manager to not advance an alternative, effectively

passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The amendment that has been requested to be made to the 2014 TEP includes the following key elements:

1. Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds.

2. Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.

3. Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.

4. Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above.

A detailed description of the proposed amendment and background can be found in the attached Alameda CTC Commission staff report.

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP) that is proposed to be removed:

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies

and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP, as detailed in the attached Alameda CTC Commission staff report.

Comment Period

On May 28, 2020 the Alameda CTC Commission voted to initiate the comment period. The 45-day comment period closes on July 13, 2020. Given the current shelter in place in effect in Alameda County, comments can be submitted electronically to: tepamendment@alamedactc.org, or by mail to the ACTC office.

Email: tepamendment@alamedactc.org, or

Address: 1111 Broadway, 8th Floor
Oakland, CA 94607

After the 45-day comment period, Alameda CTC staff will review and analyze the comments received and present the proposed amendment and comments to the Alameda CTC Planning, Policy and Legislation Committee for consideration and recommendation to the full Commission for action. To modify and amend the TEP, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners.

If you have any questions regarding this item, please contact me at tlengyel@alamedactc.org or 510.208.7402.

Sincerely,



Tess Lengyel
Executive Director

Attachment: May 28, 2020 Alameda CTC Commission Staff Report

ACTC_AR2417

ALAMEDA County Transportation Commission

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

Memorandum

8.1

DATE:	May 21, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Recommendation

It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request (Attachment A) for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and 4) make associated technical amendments. Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. This is an action item and requires 2/3 approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Summary

The 2014 Measure BB TEP included $400 million for BART to Livermore. Since that time, a significant number of developments have occurred on the project and in the project area, as detailed in the Project Background section of this memo. The TVSJVRRA was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

In 2017, BART released the Draft Environmental Impact Report for BART to Livermore. In May 2018 the BART Board voted to certify the Final EIR. The Board also passed a motion directing the General Manager to not advance an alternative, effectively passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The TVSJRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the $400 million from the BART to Livermore TEP project to Valley Link. The TEP amendment process, as detailed later in this memo, requires a 45-day comment period by jurisdictions in Alameda County. This recommended action would authorize the initiation of the 45-day comment period. Staff will then return to PPLC and the Commission after the completion of the comment period for final action on the proposed TEP amendment. Once a final amendment is recommended to the Commission after the comment period, a 2/3 vote by the Commission is needed per the TEP Implementing Guidelines.

The proposed amendment includes the following elements, which are documented in Attachments B and C:

1) Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds (Attachment B, Plan Amendment Resolution).
2) Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.
3) Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.
4) Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above (as shown in Attachment C, TEP Redline Markups).

Project Background

A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years, there have been efforts by many residents, local elected officials, and other stakeholders to extend the BART alignment to Livermore, including planning, funding and project development efforts.

Regional and State Rail Planning

In 2007, the San Francisco Bay Area Regional Rail Plan developed by the Metropolitan Transportation Commission (MTC) identified the BART to Livermore extension as an important inter-regional rail connection. The Regional Rail Plan envisioned that BART should connect to the ACE train service in Livermore in order to provide a reliable and fast transit option for the growing congestion over the Altamont Pass and along the I-580 corridor. The importance of rail service between the Tri-Valley and San Joaquin Valley was reiterated in the 2018 California State Rail Plan, which calls for a Tri-Valley rail hub and increased rail frequencies and connectivity over the Altamont Corridor.

BART to Livermore Project

By the 1980s, the extension of BART further east in the Tri-Valley was already under serious consideration. In the mid-1980s, BART purchased a potential site for a future station near the Isabel Avenue and Interstate 580 interchange and a site in the vicinity of Greenville Road and Interstate 580 for purposes of preserving land for a potential station and yard/maintenance facility. In 1997, the Dublin/Pleasanton line was opened, with a West Dublin station added in 2011.

Numerous local and regional transportation measures have included support for BART to Livermore, starting with the 1986 Alameda County Measure B, which included $170 million for a "Rail extension to Dublin Canyon". The 2000 TEP included funding of $8.7 million for "I-580 Corridor/BART to Livermore Studies". Measure BB included $400 million in the 2014 TEP for "BART to Livermore". The project also received Regional Measure 1 bridge toll funding to advance planning and environmental work. In June 2018, Bay Area voters approved Regional Measure 3, which includes $100 million for "Tri-Valley Transit Access Improvements."

In 2010, after two years of analysis, BART completed a Program Environmental Impact Report (EIR) that evaluated the feasibility of five potential station sites and 10 different alignments for the BART to Livermore extension. In 2012, the BART Board of Directors directed its staff to advance the conceptual engineering and environmental review of a one-station extension to Isabel Avenue (Proposed Project), as well as to coordinate with the City of Livermore on the land use planning around the future station site.

In 2014, Alameda County voters approved Measure BB to fund the 2014 TEP, which includes $400 million in dedicated funding for the BART to Livermore extension. Measure BB commits funds to support construction of the extension of BART in the I-580 corridor using the most effective and efficient technology.

On July 31, 2017, BART released the Draft Project EIR evaluating the Proposed Project and alternatives. In May 2018, BART released the Final Project EIR. The BART Board certified the Final Project EIR on May 24, 2018 and directed staff to not advance a specific project.

As major transportation project planning and analysis was underway, cities also advanced land use planning around future rail service. The City of Livermore prepared the Isabel Neighborhood Plan and program-level EIR for development around a new station. The Livermore City Council adopted the Isabel Neighborhood Plan and certified the EIR for the Plan in May 2018.

ACEforward Program

The San Joaquin Regional Rail Commission (SJRRC) ACEforward program outlined a vision for a phased rail infrastructure and service improvement plan to increase frequency, increase service reliability, and enhance passenger facilities along the existing ACE service corridor from San Jose to Stockton, and to extend ACE service to Modesto and Merced. The (SJRRC) released a Draft EIR in May of 2017 that was later rescinded; however, the technical

documents developed by the SJRRC for the ACEforward Draft EIR were made available to the TVSJVRRA for advancement of the Valley Link Project Feasibility Report and Draft EIR.

Creation of TVSJVRRA

In 2017 Assemblymembers Catharine Baker and Susan Eggman authored AB 758, which created the TVSJVRRA. The TVSJVRRA is led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal established for the TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system that reflects regional consensus and meet the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with a feasibility report.

AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance the project per AB 758. The TVSJVRRA adopted several goals and policies to guide the development of the project.

A key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

TVSJVRRA Adopted Project Goals:

The following goals were adopted by the TVSJVRRA to address identified regional and economic and transportation challenges:

- Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs.
- Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction, and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link Project Development Policies

The TVSJVRRA adopted several policies to guide the development framework of the project, including the following sustainability and transit-oriented development policies:

- Sustainability Policy: Identifies implementing strategies to achieve a zero emissions system. The adopted Sustainability Policy includes a commitment to encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households. It further directs maximizing benefits to these communities and households in the project planning and design of Valley Link. Four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities.
- Transit Oriented Development (TOD) Policy: Support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:
    - Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
    - Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently submitted by the City of Livermore to MTC/ABAG as a new PDA.

Valley Link Project Description

Valley Link is a proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail services between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

Attachment D includes a summary fact sheet and diagram of the proposed project.

The project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021 respectively.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (per a 2014 TEP amendment), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

Other Agency Actions

Given the project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, the San Joaquin Council of Governments (SJCOG), SJRRC, BART, Alameda CTC and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project:

- MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Resolution Number 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.
- SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.
- BART: BART has committed staff to directly lead the early development of the project due to its expertise in developing and delivering similar projects, such as the e-BART extension to Antioch.
- Alameda CTC, the SJRRC and Caltrans have provided technical reviews of preliminary design plans and documents. In addition, the TVSJRRA is in discussion with the City of Tracy regarding donation of a key 200-acre parcel under City of Tracy ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $20 million and is currently being appraised.

Project Considerations

The project construction will have significant impacts on the I-580 Express Lanes, with major impacts anticipated during construction. The TVSJVRRA staff have been working with Alameda CTC, as well as Caltrans, to identify design and construction considerations. Alameda CTC staff have held several workshops with the project design team to evaluate the preliminary design plans and will continue to be engaged through the ESC and technical groups to provide policy and technical feedback during design development to ensure minimal impacts to the I-580 Express Lanes. Alameda CTC will continue to work closely with the TVSJVRRA as the project design advances, and will also conduct financial analysis to understand potential impacts to toll revenues during construction to ensure revenue losses are addressed.

Proposed Amendments

The amendment that has been requested to be made to the 2014 TEP includes two elements as follows:

- Amend to include the new entity of the TVSJVRRA
- Amend to include the Valley Link Project for $400 million

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP):

BART Extension and System improvements ($710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as provide local funding for a proposed BART extension in the eastern part of the county.

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP. The proposed changes include moving the project from page 18 from the BART section of the TEP to page 20 under the section

"Major Transit Corridor and Commuter Rail Improvements", remove references to BART as the agency leading the rail extension, change references from the BART to Livermore project to Valley Link on pages 2, 3, 14, 18, 19 (map) and add Valley Link to the map on page 21 (see Attachment C).

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements as shown on Attachment C.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Implementing Guidelines Related to this TEP Amendment

Once the 2014 TEP amendments are complete, all the implementing guidelines will be applicable to the project and project sponsor similar to all other TEP projects. Specifically, for this TEP amendment, the following guidelines describe requirements for the amendment as well as the new project sponsor.

4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

8. Strict Project Deadlines: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

Note: any new amendment that adds a project must comply with this provision and the start date of the seven years will be from the date of the adopted amendment.

11. Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring

requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.

14. No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.

18. New Agencies: New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Planning, Policy and Legislation Committee (PPLC)

At the May PPLC meeting, Alameda CTC staff provided the Committee an overview of the amendment process and schedule, and Michael Tree, Executive Director of the TVSJVRRA gave an overview of the project. Discussion focused on questions related to the timing of the need for the amendment and clarification on the action the Commission would be voting on in May. A number of comment letters were received and summarized verbally for the Committee by the Clerk and emailed to the Committee members as received. The set of public comment letters received for the PPLC meeting is included here as Attachment E. Comment letters sent by Commissioners in their capacity as local government officials are not included but may be expressed verbally by Commissioner at the full Commission meeting. PPLC voted unanimously to advance the item to the full Commission.

Next Steps

Upon Commission approval to initiate the TEP amendment process, a 45-day comment period for jurisdictions in Alameda County will commence. Staff will return to the Commission to report on the comments received and to recommend final action by the Commission later this year.

Fiscal Impact: There is no fiscal impact for this item associated with the requested action.

Attachments:

A. Letter from TVSJVRRA Requesting TEP Amendment
B. Draft Resolution for 2014 TEP Amendment
C. Proposed 2014 Measure BB Expenditure Plan Redline Markups and Technical Amendments
D. Valley Link Project Fact Sheet
E. Comment letters received

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Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

8.1A

BOARD OF DIRECTORS

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Michael Tree
Executive Director

May 4, 2020

Mayor Pauline Cutter, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, Ca 94607

Dear Chair Cutter,

This letter is intended to supersede the information in the letter written to Chair Valle on September 11, 2019 (attached) as it relates to the language to be amended in the 2014 Transportation Expenditure Plan currently found on page 18. Please use the following language for the amendment:

Valley Link Rail in Alameda County ($400 M)
This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Thank you,

Alameda County Supervisor Scott Haggerty, Chair

cc: Ms. Tess Lengyel, Executive Director, Alameda CTC

Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

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Executive Director

September 11, 2019

Supervisor Richard Valle, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Valle,

In May of 2018 the BART Board decided not to extend conventional BART to Livermore in favor of deferring the development of a rail extension project to the newly established Tri-Valley – San Joaquin Valley Regional Rail Authority ("Authority").

In the statute that created the Authority, AB 758 (Eggman/Baker), the Legislature addressed the transfer of local funds to the Authority for the Valley Link project in Section 132658:

> "the unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority's purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 1800000)."

Over the past 18 months, the Authority has been actively engaged in the planning of Valley Link, a passenger rail project that connects with the Dublin/Pleasanton BART station and travels eastward to Livermore and beyond to communities in the Northern San Joaquin Valley. A key element of the Valley Link Funding Plan for the Dublin/Pleasanton connection with BART and rail construction to Livermore is the $400 million in Measure BB that is currently listed in the Alameda County 2014 Transportation Expenditure Plan ("Plan") for the BART to Livermore project. Per the requirements of the Plan, The Tri-Valley – San Joaquin Valley Regional Rail Authority requests the following amendments:

1. The Tri-Valley – San Joaquin Valley Regional Rail Authority, established by AB 758,be included as an eligible recipient of funds.
2. That the following, specific language be amended:

   Move and amend the following language from Page 18 of the Plan to Page 20:

Valley Link
Connecting People, Housing, and Jobs
1362 Rutan Court, Suite 100 | Livermore, CA 94551 | (925) 455-7564 | valleylink.com

Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

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LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

~~BART to Livermore~~ Valley Link to Livermore ($400 M)
The project funds Valley Link ~~the first phase of a BART to extension~~ within the I-580 Corridor freeway alignment from the Dublin/Pleasanton BART station to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of or any element of this ~~first phase~~ project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

In accordance with the Alameda County 2014 Transportation Expenditure Plan Implementing Guidelines, the Tri-Valley – San Joaquin Valley Regional Rail Authority understands and can fully comply with the requirements of recipients of Measure BB funds, including, but not limited to, annual audits and compliance reporting, the establishment of separate accounting funds for Measure BB funds, independent Watchdog reviews, performance measures, environmental clearance timelines, timely use of funds, contracting requirements, public reviews and approvals.

Thank you for your consideration,

Alameda County Supervisor Scott Haggerty, Chair

cc: Mr. Art Dao, Executive Director, Alameda CTC

Valley Link
Connecting People, Housing, and Jobs
1362 Rutan Court, Suite 100 | Livermore, CA 94551 | (925) 455-7564 | valleylinkrail.com

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ALAMEDA County Transportation Commission

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

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Executive Director
Tess Lengyel

Draft
ALAMEDA COUNTY TRANSPORTATION COMMISSION
Resolution No. 20-007

Resolution of the Alameda County Transportation Commission Amending the 2014 Transportation Expenditure Plan to Delete the BART to Livermore Project and add the Valley Link Project

WHEREAS, by action of the governing body ("Commission") of Alameda County Transportation Commission ("Alameda CTC") at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan ("2014 TEP"), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated $400 million to a project identified as "BART to Livermore," constituting the first phase of a San Francisco Bay Area Rapid Transit District ("BART") extension within the I-580 Corridor to serve residents and businesses in that Corridor.

WHEREAS, on May 24, 2018, the BART Board certified the Final Environmental Impact Report for the BART to Livermore project, but declined to approve the project as proposed nor any alternative for the project.

WHEREAS, Assembly Bill (AB) 758, as adopted by the State legislature and signed by the Governor, created the Tri Valley San Joaquin Valley Regional Rail Authority ("TVSJVRRA"), an entity led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal of TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley, to address regional economic and transportation challenges.

WHEREAS, AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance a rail extension in the Corridor, now identified as "Valley Link."

WHEREAS, a key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

WHEREAS, the Valley Link project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (subject to approval of this amendment to the 2014 TEP by the Commission), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

WHEREAS, given that the Valley Link project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (SJRRC), BART, Alameda CTC, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project, as outlined below:

MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.

WHEREAS, the 2014 TEP and Public Utilities Code Section 180207 together provide that the 2014 Plan may be modified if an amendment is approved by a two-thirds vote of the Commission.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended to delete the BART to Livermore Project and all references to that Project;

BE IT FURTHER RESOLVED that the Tri Valley San Joaquin Valley Regional Rail Authority be recognized as an eligible agency for recipient of funds in the 2014 TEP;

BE IT FURTHER RESOLVED that the Valley Link Rail Project in Alameda County with an allocation of $400 Million is placed in the 2014 TEP, described as follows:

This project funds the first phase of a Valley Link rail project from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BE IT FURTHER RESOLVED that the 2014 TEP be amended to include the following specific description of the Valley Link Project:

A proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail. The project is generally shown on the diagram below:

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 28, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

_____ _____

Pauline Russo Cutter, Vanessa Lee,

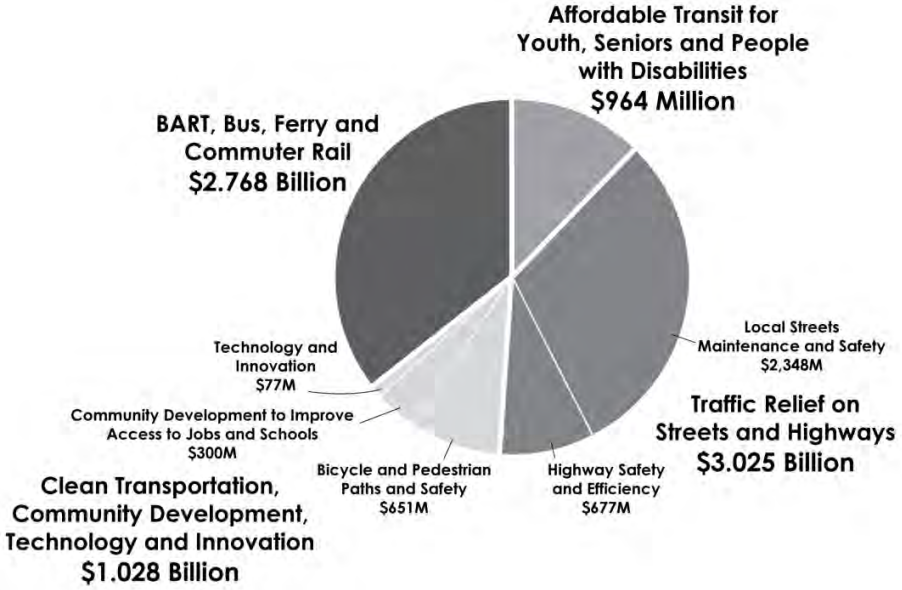
Chair, Alameda CTC Clerk of the Commission

INTRODUCTION

Summary of Investments	FUNDS ALLOCATION* ($ x million)
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	**$1,587**
BART Expansion and Maintenance	$349 ~~$749~~
Bus Operations, Maintenance and Rapid Bus Projects	$1,548
Commuter Rail Improvements	$832 ~~$432~~
Ferry Services in Alameda County	$39
Affordable Transit for Youth, Seniors and People with Disabilities	**$964**
Affordable Youth Transit to School and Transit Innovation	$190
Affordable Transit for Seniors and People with Disabilities	$774
Traffic Relief on Streets and Highways	**$3,025**
City and County Streets*	$2,348
Highway Safety and Efficiency	$677
Clean Transportation, Community Development, Technology and Innovation	**$1,028**
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	$651
Community Development Projects to Improve Access to Jobs and Schools	$300
Technology and Innovation	$77
TOTAL INVESTMENTS (YEAR 2015 TO 2045)**	**$7,785**

Notes:
*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.
**Estimated funds from 2015 to 2045 are anticipated to be almost $8 billion.

$7,785 in Total Investments Year 2015 to 2045



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount ($ x millions)	% of Total Funds
BART, Bus, Senior, and Youth Transit (48%)	Transit: Operations, Maintenance, and Safety Program	AC Transit	$1,455.15	18.8%
		Altamont Commuter Express	$77.40	1.0%
		BART Maintenance	$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	$38.70	0.5%
		Livermore Amador Valley Transit Authority	$38.70	0.5%
		Union City Transit	$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	$15.00	0.19%
		Subtotal	**$1,857.63**	**24%**
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	$232.20	3.0%
		East Bay Paratransit - AC Transit	$348.31	4.5%
		East Bay Paratransit - BART	$116.10	1.5%
		Coordination and Service Grants	$77.40	1.0%
		Subtotal	**$774.01**	**10%**
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	$10.0	**14%**
		Alameda to Fruitvale BART Rapid Bus	$9.0	
		Grand/MacArthur BRT	$6.0	
		College/Broadway Corridor Transit Priority	$10.0	
		Subtotal	**$35.0**	
	BART System Modernization and Expansion	Irvington BART Station	$120.0	
		Bay Fair Connector/BART METRO	$100.0	
		BART Station Modernization and Capacity Program	$90.0	
		~~BART to Livermore~~	~~$400.0~~	
		Subtotal	**$~~710.0~~310.0**	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	$120.0	
		Union City Intermodal Station	$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	$110.0	
		Oakland Broadway Corridor Transit	$10.0	
		Capitol Corridor Service Expansion	$40.0	
		Valley Link	$400.0	
		Subtotal	**$~~355.0~~755.0**	
	TOTAL		**$3,731.64**	**48%**

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.
BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.
All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

ACTC_AR2437

BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments. Funds for operations and maintenance will be provided to transit operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing ~~BART~~ rail system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, $1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

Transit Operations and Maintenance Program (21.55% of net revenue, estimated at $1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) $Millions
AC Transit	18.8%	$1,455
ACE	1.0%	$77
BART Maintenance	0.5%	$39
WETA (ferries)	0.5%	$39
LAVTA (WHEELS)	0.5%	$39
Union City Transit	0.25%	$19
Total Transit Operations	**21.55%**	**$1,668**

Affordable Youth Transit Pass Program ($15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at $175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

ACTC_AR2438

BART STATION ~~EXTENSION~~ AND SYSTEM IMPROVEMENTS ($37~~7~~10 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system~~, as well as provide local funding for a proposed BART extension in the eastern part of the county.~~

~~BART to Livermore ($400 M)~~

~~This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.~~

BART Station Upgrades and System Improvements ($310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.



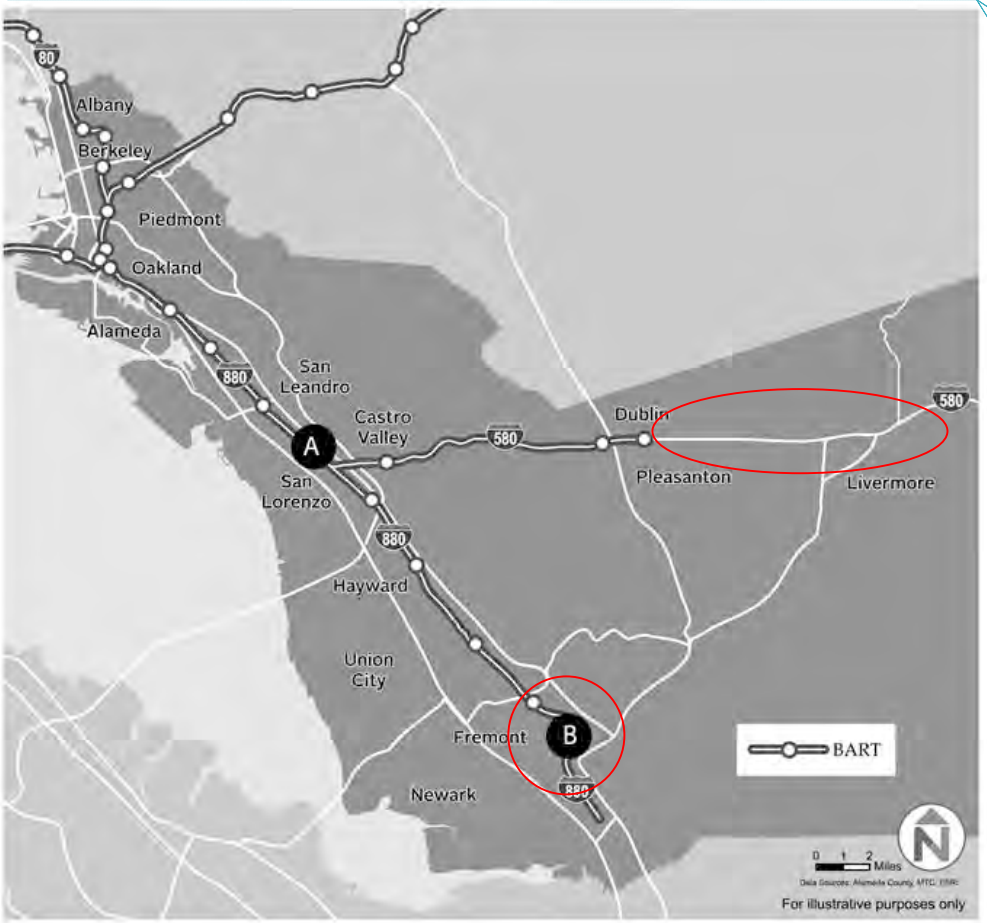
- **The Bay Fair Connector/BART METRO project will receive $100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive $90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.

- **The Irvington BART Station will receive $120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

ACTC_AR2439

BART INVESTMENTS



A Bay Fair Connector / BART METRO

B Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities

Commented [ACTC1]: Bottom circle: The new "B" is Irvington BART Station, and below that removal of "C"

Commented [ACTC2]: Top circle: Removal of the original "B – BART Extension to Livermore (within the I-580 corridor)"

Commented [ACTC3]: Middle circle: Change the original "C – Irvington BART Station" to a new "B"

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS ($~~355~~ 755 M)

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Corridor Area Transportation Improvements ($120 M)

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

Union City Intermodal Station ($75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.



Capitol Corridor Service Expansion ($40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

Railroad Corridor Right of Way Preservation and Track Improvements ($110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

Oakland Broadway Corridor Transit ($10 M)

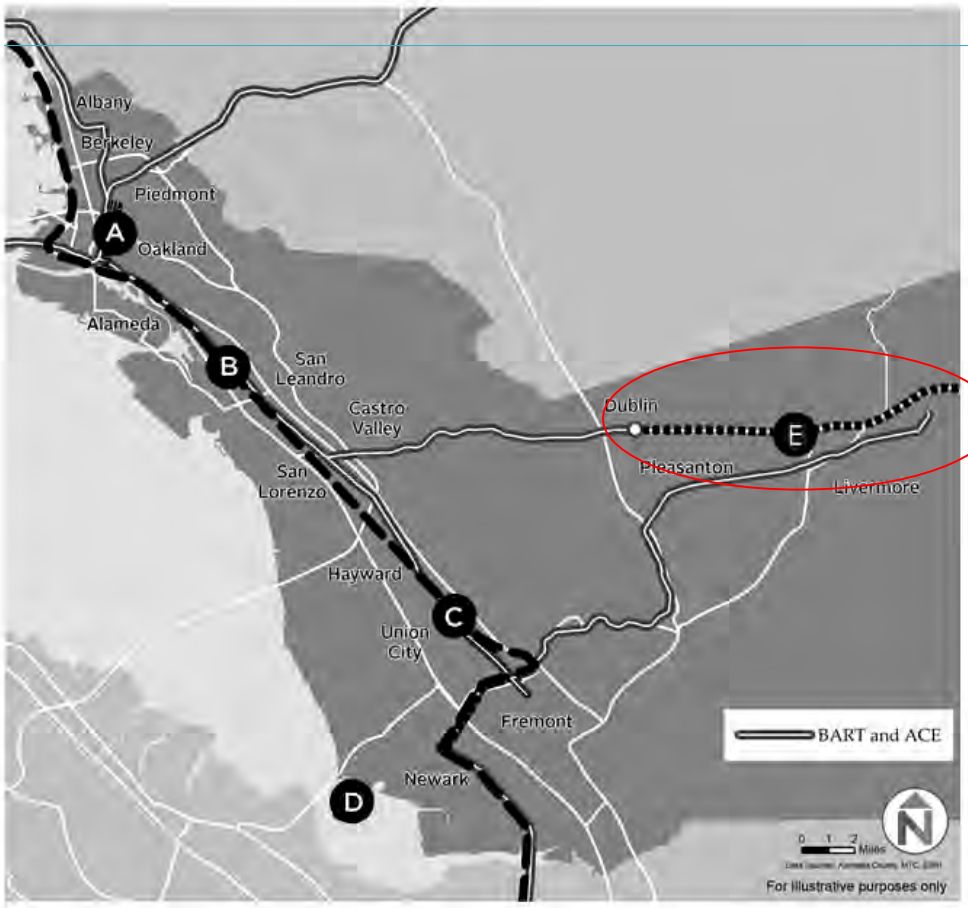
This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

Valley Link Rail in Alameda County ($400 M)

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

ACTC_AR2441

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



A Broadway Corridor Transit

B Capitol Corridor Service Expansion

C Union City Intermodal Station

D Dumbarton Corridor Area Transportation Improvements

E Valley Link Rail

Not Shown:
- Railroad Corridor Right of Way Preservation and Track Improvements

Commented [ACTC4]: **Both circles:** Addition of "E – Valley Link Rail" on the map and in the legend

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Valley Link

Connecting People, Housing, and Jobs

Fact Sheet

Project Overview

Connecting San Joaquin Valley to the Bay Area. Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

A Seamless Connection to BART. The first phase of service will provide a seamless and timed connection to BART, with service from North Lathrop to the Dublin/ Pleasanton BART station.

Frequent and Reliable Service. Trains will run throughout the day in both directions with the goal of matching BART frequency and hours of operation.

Initial Service Characteristics

	PEAK	OFF-PEAK
Between Dublin/ Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)



As of APRIL 2020

Tri-Valley • San Joaquin Valley REGIONAL RAIL AUTHORITY



By the Numbers

- **9,3500 Bay Area workers** - commuting from San Joaquin Valley today
- **42 Miles** - using existing transportation corridors
- **7 Stations** – Dublin/Pleasanton, Isabel, Mountain House, Tracy, River Islands, North Lathrop
- **78 Minutes** - current average commute each way
- **28 days** – total commute time per year for average commuter
- **75% increase** - commute traffic on I-580 by 2040
- **58% increase** – truck traffic on I-580 by 2040
- **25 daily round-trips** - by Valley Link trains each day in 2040
- **28,000 riders** – estimated in 2040 for Valley Link per day
- **99.4 Million** – reduction in Vehicle Miles Traveled (VMT) per year in 2040
- **33,000 metric tons** – reduction in greenhouse gas emissions (GHG) per year
- **0 Emissions** – battery-electric and hydrogen vehicle technologies under development
- **$2.4 Billion** - cost of Valley Link Phase 1 from Dublin/ Pleasanton BART to North Lathrop, in year of expenditure
- **$628 million** - identified as available for the project:
  - **$400 million** - Measure BB funds
  - **$188 million** - Bridge Toll funds
  - **$40 million - impact fees from the City of Livermore**
- **2027 – target date for Valley Link revenue service**

Project Benefits

Valley Link aims to be a model of sustainability in the design, construction and operation of the system. It is vital to our state's economy, environment and the quality of life in our communities:

- Serves communities and households in the Northern San Joaquin Valley with some of our state's highest poverty rates;
- Promotes equity by maximizing benefits to disadvantaged communities
- Links the Northern California Megaregion's workforce to affordable housing;
- Readily connects our state's future high-speed rail system to BART;
- Provides direct and seamless service to major employment centers in all parts of the Bay Area;
- Provides opportunities for compact transit-oriented development; and
- Will have a significant impact on the reduction of VMT and greenhouse gas emissions.
- Operates on renewable energy

Sources:
Bay Area Economic Institute Valley Link Project Feasibility Report (October 2019)
San Joaquin County Council of Governments

For more information about Valley Link, visit **www.valleylinkrail.com**

Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

Andreas Cluver
Secretary-Treasurer

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Vice President

Che Timmons
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Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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Bay Area Transportation Working Group (BATWG)

May 11, 2020

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation Committee

Alameda County Transportation Commission (ACTC)

1111 Broadway, Suite 800 Oakland, CA 94607

Dear Commissioner Ortez:

It has come to our attention that the ACTC is thinking of reallocating the Measure BB funds set aside for the Livermore BART connection to "Valley Link". We urge you to desist.

For one thing such an action would make a mockery of what the Alameda County voters voted for in 2016. For another it would deny the people of Livermore the one good way of getting from their city to the East Dublin BART Station.

At the time the BART Board was considering whether or not to put the Measure BB $400 million toward a proposed $3.2 billion BART extension to Greenville Road, BATWG conducted an extensive investigation of the bus alternative. It was our conclusion that in terms of improving the access of the people of Livermore to BART, well-appointed buses (patterned after the privately-operated hi-tech buses) operating in bus-only lanes would be a far cheaper and better option. At the time we envisioned three separate lines originating in separate parts of Livermore all traveling out-of-traffic, at least during commute hours, to the Station.

Sincerely,

Gerald Cauthen
Co-Founder and President,
Bay Area Transportation Working Group
510 208 5441
www.batwgblog.com

Bay Area Transportation Working Group
3001 Ashbrook Court
Oakland CA 94601
www.batwgblog.com

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From:	Angie Ayers
To:	Angie Ayers
Cc:	Tess Lengyel; Vanessa Lee
Subject:	FW: Bike East Bay comments on Valley Link
Date:	Monday, May 11, 2020 12:23:17 PM

Hello Commissioners,

Please see the below public comment for item 5.1.

Regards,
Angie

Angie Ayers, Associate Administrative Analyst
Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607
Phone: 510.208.7450 direct dial | 510.208.7400 main line
Email: aayers@alamedactc.org Website: www.alamedactc.org
Facebook: www.facebook.com/alamedactc Twitter: @alamedactc

From: Vanessa Lee
Sent: Monday, May 11, 2020 12:20 PM
To: Dave(dave@bikeeastbay.org) Campbell <dave@bikeeastbay.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>; Angie Ayers <aayers@alamedactc.org>
Subject: RE: Bike East Bay comments on Valley Link

Received. Thank you.

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Dave Campbell <dave@bikeeastbay.org>
Sent: Monday, May 11, 2020 12:19 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Bike East Bay comments on Valley Link

Commission

We support transit, and possibly this project too, but have questions and concerns around:

1. The lack of public outreach in Livermore to generate support for this project. Measure BB in Livermore did not get a ton of support and BART was controversial. RM3 get even less support in Livermore. We don't want this project to be controversial like the BART project was. The Isabel Neighborhood Plan was controversial too because of BART. Where are the residents of Livermore on this project?;
2. Hour headways off -peak is poor public transit, and is in fact commuter rail. This corridor needs good transit. What can be done to convert this project from commuter rail to good transit?
3. Can we hear more about the financial crisis and how this project is affected? It's concerning to hear a presentation that does not acknowledge the current financial crisis.

Thank you for more clarifying information.

--
Dave Campbell
Advocacy Director
Bike East Bay
****
Office: 466 Water Street at Jack London Square in Oakland
Mail: PO Box 1736, Oakland, CA 94604
Cell: (510) 701-5971
BikeEastBay.org

Learn how COVID-19 is impacting Bike East Bay events and activities.

From:	Vanessa Lee
To:	Angie Ayers
Subject:	FW: Public Comment for item 5.1 at ACTC"s PPLC meeting on Monday 5/11
Date:	Monday, May 11, 2020 11:26:37 AM
Attachments:	hyperlinked_PPLC_Agenda_20200511.pdf

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, May 7, 2020 1:42 PM
To: Vanessa Lee <VLee@alamedactc.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>
Subject: Public Comment for item 5.1 at ACTC's PPLC meeting on Monday 5/11

Hi Vanessa-

I hope you are staying healthy and safe. Considering that I cannot attend next Monday's PPLC meeting in person due to the SIP, please make sure my comments are read into the record for Public Comment as part of agenda item 5.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti
(925) 858-5303

Dear Chair Ortiz and Honorable Commissioners:

On behalf of the Innovation Tri-Valley Leadership Group, I respectfully request for the PPLC to support the Staff recommendation to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. Our Committee worked to ensure that the Expenditure Plan included the fulfillment of plans dating back to the 1960's which envisioned a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. This vision was part of the plan approved by the voters of Alameda County. Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it.

Four years later in May of 2018, the BART Board certified the BART to Livermore EIR but transferred the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley to the Tri-Valley - San Joaquin Valley Rail Authority. The Authority has since completed a Feasibility Report for Valley Link, a project proven to be cost effective and efficient, estimated to carry between 26,000 and 28,000 riders a day in the highly congested I-580 corridor.

With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority that will benefit the environment, the economy and the quality of life of residents and

Bay Area workers. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete the project. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision of Measure BB for rail connectivity in the Tri-Valley, and I urge the Committee to approve the item.

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group
925.858.5303
tsbranti@innovationtrivalley.orgwww.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

May 8, 2020

Elsa Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: PPLC Agenda Item 5.1 – Tri-Valley-San Joaquin Valley Regional Rail Authority Request for 2014 Measure BB Transportation Expenditure Plan Amendment – **SUPPORT**

Dear Chair Ortiz:

I am writing on behalf of the Livermore Valley Chamber of Commerce (LVCC), a business membership organization with nearly 500 members from a cross-section of private/public and non-profit industry sectors that employ nearly 20,000 workers. Ensuring that public dollars are wisely spent and that taxpayers receive a good return on their investment, while responsibly planning, funding, and maintaining and operating our transportation system is a key policy priority for LVCC.

LVCC supports the above referenced item, advancing the efforts to close the gap in the I-580 corridor for an urgently needed and long-awaited, effective rail connection between Livermore and the Dublin/Pleasanton East BART station. I reiterate the support formerly expressed by LVCC over many years for planning and funding support for such a project. LVCC appreciates the wisdom of the leaders of the Alameda County Transportation Commission in designating significant funding in Measure BB (which was supported by LVCC) to provide for a future rail connection in this corridor. In light of events that have transpired since the approval of BB, your prudent actions necessary to amend the expenditure plan to accommodate the request by the Tri-Valley-San Joaquin Valley Regional Rail Authority is welcomed and appreciated. LVCC recognizes and strongly supports the efforts of the TVSJRRA to effectively deliver a rail connection project in this corridor within the next few years.

We look forward to moving forward with this initiative and this project, and stand ready to support you in this action.

Respectfully,
Dawn P. Argula
Dawn P. Argula
CEO/President

C: Scott Haggerty, First District Supervisor, Alameda County BOS
Tess Lengyel, Executive Director, Alameda County Transportation Commission
Michael Tree, Executive Director, Valley Link
John Marchand, Mayor, City of Livermore

Livermore Valley Chamber of Commerce
2157 First Street Livermore CA 94550
925.447.1606
www.livermorechamber.org

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SIERRA CLUB
SAN FRANCISCO BAY

Serving Alameda, Contra Costa, Marin and San Francisco counties

May 11, 2020

Via email to: vlee@alamedactc.org

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation (PP&L) Committee
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: PP&L Agenda item #5.1 – Approve Tri-Valley- San Joaquin Valley Regional Rail Authority (TVSJVRRA, aka Valley Link) Request for a 2014 Measure BB Transportation Plan Expenditure (TEP) Amendment

Dear Chair Ortiz and Members of the PP&L Committee:

On behalf of our more than 13,500 members in Alameda County, the Sierra Club writes to respectfully express great concern about Item #5.1 on your Agenda for Monday May 11, 2020. We believe that there are far too many issues and questions that should be addressed before the recommended actions move forward.

We recognize that the proposed actions before your Committee are just the beginning of a process to reprogram the sales tax funds that were approved by voters for "BART to Livermore." But as set forth in the staff memo, the proposed actions, and their timing, would establish dangerous precedents for lack of planning and financial responsibility. There is simply no need to rush into the proposed actions, particularly in the context of the current health and financial crises being faced by the State and local communities. Why not first take time for responsible analysis and an opportunity to see if-how-and-when recovery is able to occur, before committing funds that may not materialize for years to come?

Every responsible forecast is anticipating that "the future of work" will be different, post-pandemic, than we have ever been experiencing previously. Why base such a massive investment of public funds on what is already and at best "old data?"

The first Agenda request is that the TVSJVRRA be acknowledged as a new agency in Alameda County that can be an eligible recipient of Measure BB funds. While this

2530 San Pablo Ave., Suite I, Berkeley, CA 94702 Tel. (510) 848-0800 Email: info@sfbaysc.org

should be the least controversial element of the requests, nothing in the staff memo identifies the potential magnitude of impacts on other Measure BB transit recipients. There is no operating budget provided in the Committee materials. Can taxpayers and pre-pandemic passengers be assured that this new system will not become a drain on other, voter-approved transit agencies in the County?

The second and third requests would remove "BART to Livermore" from the TEP and substitute Valley Link with no consideration of possible alternatives – why? The project list for Measure BB was the result of years of input and deliberation by Community and Technical Working Groups. Why not have a full and fair competition for alternative uses of these funds, throughout the full list of "BART, Bus, Senior, and Youth Transit" options identified as the relevant "Type" on page 3 of the TEP (page 24 of the Committee packet), especially with the enormous uncertainties facing projections for both traffic and funding revenues?

Implementing Guideline 22 of the Measure BB TEP is surprisingly omitted from the staff memo, but supports this broadened approach, stating:

> **22. Fund Allocations**: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

Even the language from AB 758 (Eggman/Baker, PUC section 132658) that is quoted in the "superseded" request dated September 11, 2019, recognized that there was no entitlement to the "local funds controlled by the Alameda County Transportation Commission."

It should also be noted that the proposed description and conditions regarding Valley Link delete and/or change significant descriptive and cautionary language (which was carefully negotiated and voter-approved) before funds may actually be "used." The text below sets forth full "before and after" language in a single view for the information of Commissioners and the public:

> ~~BART to Livermore ($400 M)~~
> Valley Link rail in Alameda County ($400 M)
>
> This project funds the first phase of a ~~BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ Valley Link rail extension from the existing Dublin/ Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.

> Funds are for construction for any element of this first phase project and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an ~~detailed~~ alternative assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Why are voter and environmental protections proposed to be removed for this new project? Do Commissioners really think this is wise and appropriate? Why not, at a minimum, wait until the requisite Environmental Review is both released in draft form and then completed? – This critical document is already a year behind the previous schedule.

Where is the San Joaquin County commitment to support their own residents who are likely to be the primary beneficiaries of this project? The proposed resolution merely states that:

> SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from ***future*** measures and state funds. **(emphasis added)**

Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and operations for this multi-county project. “Leveraging” of other funds should, at a minimum, be based on full and fair participation from designated “partners.”

Several places in the proposed “amendments” describe Valley link as “Commuter Rail," despite the fact that it is proposed to operate throughout the day. Subsection 49 CFR 37.3 in relevant part defines “commuter rail” as

> *Commuter rail transportation* means short-haul rail passenger service operating in metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fare, multiple ride, and commutation tickets and by morning and evening peak period operations. This term does not include light or rapid rail transportation.

Is this an attempt to obviate or avoid an obligation for ADA complementary paratransit service for passengers, or attempted passengers, who may have difficulty using the train service?

We must also ask if ACTC or Valley Link have informed MTC and ABAG that the proposed project will facilitate inter-regional commuting, contrary to the intent of SB 375 and the Bay Area's Sustainable Communities Strategy.

This message sets forth only some of the most obvious concerns about the proposed Measure BB actions. There are certain to be more, but disclosure by ACTC and Valley Link should not be delayed until the end of the requisite "public comment" period. The Sierra Club respectfully requests, and urges at a minimum, that the questions and issues noted above be addressed before any Commission action to consider Valley Link's requests. To do any less would call into question Commissioners' significant public service obligations to Alameda County voters, taxpayers, and residents. We look forward to working with you and ACTC staff to consider a full range of responsible uses of Measure BB funds. If you have any questions, or desire further information, please do not hesitate to contact Matt Williams at mwillia@mac.com.

Sincerely,

ss/
Matt Williams
Chair, Chapter Transportation and Compact Growth Committee

ss/
Dick Schneider
Chair, Chapter Tri–Valley Group Executive Committee

ss/
Eric Parfrey
Volunteer Leader, Mother Lode Chapter

Cc: Sierra Club California Director Phillips
San Francisco Bay Chapter Executive Committee Chair Bolotina
San Francisco Bay Chapter Director Berbeco

Memorandum 8.1F: Handout

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

DATE:	May 28, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy Vanessa Lee, Clerk of the Commission
SUBJECT:	Additional Public Comment Submissions regarding the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP)

Please find all written public comments received for the May 28, 2020 Commission meeting Item 8.1: Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan that were submitted after the Commission packet was distributed and were received by the 5 p.m. deadline notice on the agenda. These comments are in addition to those already distributed at Attachment E to item 8.1 in the Commission meeting materials. (*listed in alphabetical order):*

- Alameda County Taxpayers Association
- BART (1)
- BART (2)
- Bay Area Council
- Bay Area Transportation Working Group
- Building & Construction Trade Council of Alameda County
- Chabot-Las Positas Community College
- City of Dublin
- City of Livermore
- City of Pleasanton
- Innovation Tri-Valley Leadership Group
- Laborers' Local 304
- Livermore Amador Valley Transit Authority
- Pleasanton Chamber of Commerce
- Train Riders Association of California

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From: Marcus Crawley
To: Vanessa Lee
Subject: Tri Valley $400 million
Date: Saturday, May 23, 2020 7:59:43 AM

Pauline Cutter, Chair, and ACTC Commissioners May 22, 2020
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)

Dear Chair Cutter:

The Alameda County Taxpayers Association (ACTA), a 501(c)(4) organization, represents the taxpayers of this County in advocating legal and productive expenditures of taxpayer funds. As such, ACTA is a statutory appointer of a member of the ACTC Independent Watchdog Committee.

Alameda County Taxpayers Association [ACTA] is troubled by plan to transfer $400 million BART funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority. The Alameda County voters approved the Special Tax of Measure BB and to be dedicated for Alameda County transportation projects such as the BART to Livermore extension. The foremost consideration of ACTC must be the will of the voters. ACTC must narrowly construe the intention of the voters regarding the 'specific purposes' of the Measure BB special sales tax. The voters did not contemplate that the Measure BB taxes would single-handedly fund multi-county projects in the absence of funds contributions from other counties. When the Tri-Valley Authority has produced its share of the project funding, the ACTC can plan how to spend Tri-Valley Authority funds. ACTA will vigorously oppose any plan to divert these funds away from a voter-approved project.

For the present ACTC must demonstrate that it can plan a viable project by solving the BART to Livermore extension. This Committee must demonstrate leadership and build consensus on existing Alameda County projects, not leap ahead to the next glorious project that has not even been planned. As a first step in leadership, the committee should use its power to make the promised annual audits of Measure BB expenditures a reality.

We call on ACTC to table this action until such time as a proper study be made of this project and the logical alternatives, including a long-haul commuter express bus network for both Eastern Alameda County along the I-580 Corridor and over the hills from the Central Valley. We certainly have no objection to working jointly with Central Valley governments and other interest groups on a project of mutual benefit. However, we do not understand why ACTC is proposing that the Alameda County taxpayers be the first to transfer funds approved by the voters to benefit primarily Alameda County residents to a project that would instead primarily benefit residents of other counties – particularly since there is no commitment from those counties, or even an idea of when such a commitment might be made.

The $400 million was originally approved by the voters as part of Measure BB in 2014 for a BART extension to Livermore. The BART Board elected not to pursue this, so we agree it is proper to study other transportation improvements in this corridor – but, we believe that the first priority should be for what the voters intended, benefits for the residents and travelers along the I-580 corridor in the Eastern Tri-Valley area.

We do not object to the study of rail alternatives in this corridor and into the Central Valley, either BART or commuter/inter-city rail. But, in our role as a taxpayer advocate, we believe that it would be improper to advocate for rail unless and until a proper, unbiased study fairly considers other options, including a bus system on dedicated lanes, that could require far less taxpayer dollars and could be completed much faster. If the study shows that Valley Rail is the best option and is fair to the taxpayers and the traveling public, and is feasible, then ACTC should consider this $400 million reallocation at that time.

We do not understand the necessity nor the benefit of making this decision so early in the planning process.

I will be commenting on this matter at the Commission meeting.

Thank you for your consideration of the position of the Alameda County Taxpayers Association on this important matter before the Commission.

Respectfully submitted,

Marcus Crawley -President of

ACTA

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As BART Director (District 5) and representative for my constituents and taxpayers in the Tri-Valley area, I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades. The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

I urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

John McPartland
BART Director, District 5

www.bart.gov

Cc: BART Directors and Board Appointed Officers
Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

Via Email

Mayor Pauline Cutter, Chair
c/o Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 95607
vlee@alamedactc.org

RE: Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request

Chair Cutter:

Thank you for the opportunity to comment on the above referenced item. On behalf of the San Francisco Bay Area Rapid Transit District (BART), I would like to express support for beginning a 45-day comment period on the proposed amendment to the 2014 Measure BB funded TEP, as described in the staff memorandum.

In May 2018, the BART Board of Directors certified the Final Project EIR for the BART to Livermore extension, and directed staff not to advance a specific project in the Tri-Valley. Pursuant to AB 758 (Baker), the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) at that point assumed responsibility to advance a rail project in the corridor. Since then, BART staff have been engaged with the TVSJVRRA throughout project feasibility and initial design and environmental assessments of the proposed Valley Link Rail project, and this coordination continues.

Because of this, BART supports the action to begin the public comment period for the amendment to the TEP naming the TVSJVRRA as an eligible recipient of Measure BB funds and specifically naming the Valley Link project in place of BART to Livermore. It is important to hear from Alameda County residents and other stakeholders. The District anticipates submitting a more detailed set of comments during the official 45-day comment period that this action will kick-off.

Please do not hesitate to contact me or my staff with any additional questions.

Sincerely,

Robert M. Powers
General Manager

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BAYAREA COUNCIL
Shape the Future

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

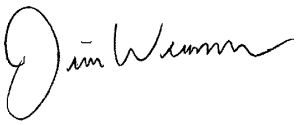
I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,



Jim Wunderman
President & CEO
Bay Area Council

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

Bay Area Transportation Working Group

May 23, 2020

Pauline Cutter, Chair, and ACTC Commissioners

Alameda County Transportation Commission

1111 Broadway, Suite 800

Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda Item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)"

Dear Chair Cutter:

The Bay Area Transportation Working Group (BATWG) is an Oakland-based 501(c)(3) composed of senior transportation experts and advocates with centuries of collective experience in California, Bay Area, and Alameda County transportation issues and projects.

At BATWG's May 21, 2020 meeting there was a discussion of the proposed diversion of Alameda County Measure BB funds to Valley Rail. After the discussion the vote was unanimous; we believe this action would be inappropriate and unwise.

What Valley Rail needs most right now is a full, proper, and unbiased study of its feasibility – including projected ridership, cost-effectiveness and identified sources of funding, all in comparison with the other transportation options for the corridor and all taking the changes brought on by COVID into full account.

In 2017, when the question how to use this $400 million was before the BART Board, the BART staff recommended a significantly upgraded bus option on grounds that it would better serve the transportation needs of Pleasanton and Livermore than an expensive 10-mile extension of BART to Livermore's Greenville Road would. BATWG strongly supported the staff's recommendation and subsequently submitted a list of proposed bus system enhancements.

The original BART Extension project approved by the Alameda County voters was intended to benefit the people of Alameda County, including the residents of

Pleasanton and Livermore Area and those traveling to those cities from more westerly Alameda County locations. Obviously, this was a project that the Alameda County taxpayers were willing to support because the vast majority of the benefits would accrue to Alameda County residents and taxpayers. Valley Rail, which includes five stations in the Central Valley and only three in Alameda County, is intended to primarily benefit non-Alameda County residents.

There is no reason or justification for diverting $400 million in BB funds to Valley Rail at this time.

The Bay Area Transportation Working Group looks forward to working with the ACTC in working to improve transportation in the I-580 Corridor.

Respectfully submitted,

Gerald Cauthen PE

President and Co-founder

Bay Area Transportation Working Group (BATWG)

510 208 5441

www.batwgblog.com

Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

Andreas Cluver
Secretary-Treasurer

Rob Stoker
President

Rafael Gonzalez
Vice President

Che Timmons
Sergeant in Arms

Auto & Marine Painters, #1176
Boilermakers, #549
Brick & Tile Layers, #3
Carpenters, #713
Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

May 26, 2020

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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CHABOT
LAS POSITAS
COMMUNITY
COLLEGE
DISTRICT

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The CLPCCD and, especially Las Positas College, as evidenced by our MOU with LAVTA, recognize the value of public transportation in meeting sustainability goals and facilitating travel to and from the college. Specifically, the largest benefactor of these two projects will be Las Positas College, and the community we serve which encompasses over 9,200 students and 500 employees. Our research shows that our public transportation usage average is 10,000 individual rides per month and nearly 500 students take the bus each business day. Of our total student population, 20% take classes at both campuses. A rail extension to Livermore would support and facilitate the needs of student populations from both the Tri-Valley and 880/580 corridors. We know there is still a great need for additional public transportation options for all of our students and employees.

CLPCCD provides educational opportunities and support for completing of students' transfer, associate degree, basic skills, career technical education, and retraining goals. We serve, annually, approximately 29,000 students. Our employees and students use public transportation to get to and from their homes to our places of work.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Ronald P. Gerhard
Chancellor

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

CHABOT-LAS POSITAS COMMUNITY COLLEGE DISTRICT BOARD OF TRUSTEES

Edralin J. "Ed" Maduli, President
Genevieve Randolph, Secretary
Hal G. Gin, Ed.D.
Linda Granger
Maria L. Heredia
Tim Sbranti

Ronald P. Gerhard, Chancellor

OFFICE OF THE CHANCELLOR

7600 Dublin Blvd., 3rd Floor
Dublin, CA 94568
Tel: 925-485-5207
Fax: 925-485-5256
www.clpccd.org

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DUBLIN
CALIFORNIA
THE NEW
AMERICAN
BACKYARD

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Linda Smith
E33836CEEC044E0...

Linda Smith
City Manager, City of Dublin

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
925.833.6640
Fire Prevention
925.833.6606
Human Resources
925.833.6605
Parks & Community Services
925.833.6645
Police
925.833.6670
Public Works
925.833.6630

100 Civic Plaza
Dublin, CA 94568
P 925.833.6650
F 925.833.6651
www.dublin.ca.gov

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Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

LIVERMORE
CALIFORNIA

May 28, 2020

The Honorable Pauline Russo Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Agenda Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. Position of support.

Dear Chair Cutter:

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire County by reducing traffic over the Altamont Pass and through the congested I-580 and I-680 corridors. An estimated 93,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses, teachers, and people employed in manufacturing in the Tri-Valley and throughout Alameda County. Many of these Bay Area workers have been priced out of the communities they serve by rising housing costs and are suffering through an average 78-minute commute each way.

The environmental benefits of Valley Link are significant. Valley Link offers a rail alternative for those commuting by automobile. An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles

Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year.

Valley Link supports construction of badly needed affordable housing. Through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The Isabel Neighborhood Specific Plan, developed around the Valley Link station at Isabel Avenue, includes 4,095 new multifamily housing units with a mandatory 20% minimum affordable requirement with an overall goal for 25% affordable units in the Plan area.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will help ensure that this vital project can move forward to benefit the entire County and that commitments to the Tri-Valley are finally met.

Sincerely,

John Marchand

John Marchand
Mayor

cc: Supervisor Scott Haggerty
Tess Lengyel, ACTC Executive Director

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THE CITY OF
PLEASANTON

May 26, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that all of our Tri-Valley residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

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P. O. Box 520, Pleasanton, CA 94566-0802 **123 Main Street**

City Manager
(925) 931-5002
Fax: 931-5482

City Attorney
(925) 931-5015
Fax: 931-5482

Economic Development
200 Old Bernal Avenue
(925) 931-5038
Fax: 931-5476

City Clerk
(925) 931-5027
Fax: 931-5492

DocuSign Envelope ID: 204908FC-3263-4FFD-9E9A-326AE97BA60A

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Nelson Fialho
9B5F9FFD0C8544D...

Nelson Fialho
City Manager

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Pleasanton City Council

From:	Tim Sbranti
To:	Vanessa Lee
Subject:	Public Comment for Item 8.1 at ACTC meeting on Thursday 5/28
Date:	Tuesday, May 26, 2020 11:26:55 PM

Hi Vanessa-

I hope you are doing well. Please make sure my comments are read into the record for Public Comment as part of agenda item 8.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti

Dear Chair Russo Cutter and Honorable Commissioners:

On behalf of the business and civic leaders who comprise the Innovation Tri-Valley Leadership Group, please support the Staff recommendation and the unanimous decision from PPLC to amend the Measure BB Transportation Expenditure Plan and replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. As Commissioner Haggerty pointed out at the PPLC meeting, a deliberate decision was made to ensure that priorities of leaders in each of ACTC's 4 planning areas were included in the measure. The priority in 2014 remains the same as it was 50 years as it is today.....establishing a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision approved by the voters of Alameda County for rail connectivity in the Tri-Valley.

Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it. Considering that the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley was transferred in 2018 from BART to the Tri-Valley - San Joaquin Valley Rail Authority, now is the time to transfer the funds as well for rail in the Tri-Valley. In recent months, the Authority has completed a Feasibility Report for Valley Link, a project proven to be cost-effective and efficient, estimated to carry between 26,000 and 28,000 riders a day to relieve gridlock in the highly congested I-580 corridor. With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority and the time to act is now.

Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with state, federal and private funding to complete the much-needed project, and we hope that you will

fulfill the original vision and meet present and future needs of the County by approving the item.

--

--





Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group

www.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

From:	Rafael Gonzalez
To:	Vanessa Lee
Subject:	Valley Link
Date:	Tuesday, May 26, 2020 10:10:41 AM

Good morning. I am writing to you in support of the Valley Link project and the proposed funding of that project. As a representative of thousands of workers who commute from the Central Valley into the Bay Area, and as someone who does that same commute, I can attest to the importance of the Valley Link Rail System. I moved to Tracy, about 20 years ago and I have seen firsthand the increase in commuter traffic. All the experts agree that this will only continue to increase as time goes on. This will result in more time on the road, which increases the carbon footprint of each individual commuter. Valley Link provides a safe alternative from the Central Valley to the Bay Area, reducing the amount of vehicles on the road, which in turn results in lower commute times, carbon emissions, and stress levels!

Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.

The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.

For these reasons and other, I humbly ask that you consider having the Tri-Valley – San Joaquin Valley Regional Rail Authority recognized as an agency eligible for Measure BB funds (agency hadn't been created when Measure BB was approved). We are also seeking to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project. This will put $400 million in Measure BB funds into the control of the Valley Link Board.

I thank you for your consideration.

Rafael Gonzalez
President/ Field Representative
Laborers' Local 304
(510)581-9600 (office)
(510)432-2827 (mobile)

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Livermore Amador Valley
TRANSIT AUTHORITY

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

David G. Hudson

Cc: Alameda County Transportation Commission members
Tess Lengye!, ACTC Executive Director

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PLEASANTON CHAMBER of COMMERCE

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I am writing to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to eventually advance rail connectivity to the San Joaquin Valley. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are finally met.

Sincerely,

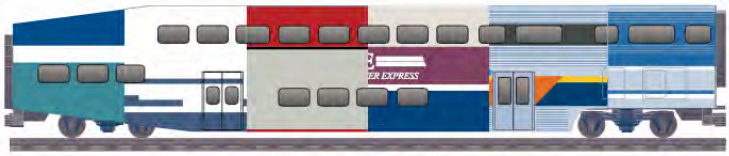
Steve Van Dorn
President & CEO

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

www.pleasanton.org
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TRAC
Train Riders Association of California



1025 Ninth Street Suite 223
Sacramento CA 95814-3516

(916) 557-1667
www.calrailnews.org
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Contra Contra County

May 26, 2020
Submitted to:
contact@
alamedactc.org

Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Agenda Item # 8.1, May 28 Meeting
Measure BB Exp. Plan Amendment

Dear Chair Cutter:

The Train Riders Association of California ("TRAC") is a statewide rail advocacy organization that has worked since 1984 to improve passenger rail service in California. TRAC has been involved in passenger rail planning for the Altamont Corridor for at least two decades. We have made presentations to the Valley Link Board and participated in their public meetings.

We write today to urge your Board to defer action on amending the Expenditure Plan for Measure BB until you receive an environmental impact report for Valley Link, which is nearing completion. The Administrative Draft was under review last October, and the Draft EIR is now scheduled for public review in September 2020. TRAC suggests the following reasons for deferral of this agenda item:

1. Without a certified EIR, there is no evidence to support the claim that the proposed Valley Link project will provide meaningful benefits to Alameda County taxpayers. The Commission has a special duty to taxpayers to make an affirmative finding of benefit, under Section 14 of the Expenditure Plan Guidelines:

> **No Expenditures Outside of Alameda County**: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. (emphasis added.)

2. From its inception, this project raised serious questions as to whether BART would be able to handle the additional passengers that Valley Link would transport from the Central Valley. The EIR

should resolve that question. If Valley Link were projected to make overcrowding on BART even worse, that would have serious implications as to whether the project could reasonably be judged as benefitting Alameda County residents.

3. An EIR would determine whether Valley Link would result in the construction of any infrastructure or station that would be inconsistent with the land use-constraining provisions of Alameda County year 2000 Measure D. On a related topic, an EIR will provide information on the Valley Link project's compliance with the County's Gateway Policy.

4. As the largest single capital project in Measure BB, BART to Livermore was the marquee project. Because of that special status, it demands special treatment above and beyond the 2/3 majority required for an amendment. This is not some minor project. Amending the Plan to include this project changes the entire profile of the measure, because the voters never gave their support to the Valley Link project. There is no evidence that the voters of the Tri-Valley, which did not support Measure BB, would support Valley Link.

5. Because Measure BB resulted in financial trade-offs between the Tri-Valley and the North County cities through a reweighting of the basic allocation formula for local streets and roads, the entire Expenditure Plan would need to be reopened to assure fairness for all jurisdictions.

6. Other alternative projects, including several that TRAC has advocated for, would potentially be far more cost-effective in providing the service that Valley Link seeks to offer. In particular, the $1+ billion dollar cost of the I-580 relocation is merely a utility relocation, offering no transportation benefit to taxpayers.

Thank you for considering these comments.

Sincerely yours,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President, TRAC

ALAMEDA County Transportation Commission

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

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City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

May 28, 2020

Mr. David Haubert
LAVTA Board of Directors
100 Civic Plaza
Dublin, CA 94568

Via Email: david.haubert@dublin.ca.gov

Re: Alameda County Transportation Commission 2014 Measure BB Transportation Expenditure Plan Amendment Comment Period

Dear Mr. Haubert,

In November 2014, voters in Alameda County approved Measure BB, authorizing an extension of the existing transportation sales tax (Measure B), administered by the Alameda County Transportation Commission (Alameda CTC). The 2014 Transportation Expenditure Plan (2014 TEP) guides the investments of Measure BB revenues toward capital projects and programs that improve the countywide transportation system.

On May 28, 2020, the Alameda CTC Commission voted to initiate a comment period for comments by jurisdictions in Alameda County on a proposed amendment to the 2014 TEP to replace the BART to Livermore project with the "Valley Link" project. The 2014 TEP Implementing Guidelines specify that all jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

Proposed Amendment

In September 2019, the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) requested that Alameda CTC amend the 2014 TEP to replace the BART to Livermore project that is in the 2014 TEP with the Valley Link rail project, and transfer the associated $400 million that was identified for BART to Livermore to the Valley Link project. The TVSJVRRA was created in 2017 by the State Legislature (Assembly Bill 758) for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County. In 2017, BART released the Draft Environmental Impact Report for the BART to Livermore project, which had been under consideration for many years. In May 2018, the BART Board voted to certify the Final EIR and also passed a motion directing the BART General Manager to not advance an alternative, effectively

passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The amendment that has been requested to be made to the 2014 TEP includes the following key elements:

1. Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds.

2. Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.

3. Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.

4. Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above.

A detailed description of the proposed amendment and background can be found in the attached Alameda CTC Commission staff report.

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP) that is proposed to be removed:

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies

and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP, as detailed in the attached Alameda CTC Commission staff report.

Comment Period

On May 28, 2020 the Alameda CTC Commission voted to initiate the comment period. The 45-day comment period closes on July 13, 2020. Given the current shelter in place in effect in Alameda County, comments can be submitted electronically to: tepamendment@alamedactc.org, or by mail to the ACTC office.

Email: tepamendment@alamedactc.org, or

Address: 1111 Broadway, 8th Floor
Oakland, CA 94607

After the 45-day comment period, Alameda CTC staff will review and analyze the comments received and present the proposed amendment and comments to the Alameda CTC Planning, Policy and Legislation Committee for consideration and recommendation to the full Commission for action. To modify and amend the TEP, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners.

If you have any questions regarding this item, please contact me at tlengyel@alamedactc.org or 510.208.7402.

Sincerely,



Tess Lengyel
Executive Director

Attachment: May 28, 2020 Alameda CTC Commission Staff Report

cc: Michael S. Tree, Executive Director
LAVTA
mtree@lavta.org

ACTC_AR2494

Memorandum

8.1

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

DATE:	May 21, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Recommendation

It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request (Attachment A) for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and 4) make associated technical amendments. Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. This is an action item and requires 2/3 approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Summary

The 2014 Measure BB TEP included $400 million for BART to Livermore. Since that time, a significant number of developments have occurred on the project and in the project area, as detailed in the Project Background section of this memo. The TVSJVRRA was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

In 2017, BART released the Draft Environmental Impact Report for BART to Livermore. In May 2018 the BART Board voted to certify the Final EIR. The Board also passed a motion directing the General Manager to not advance an alternative, effectively passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The TVSJRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the $400 million from the BART to Livermore TEP project to Valley Link. The TEP amendment process, as detailed later in this memo, requires a 45-day comment period by jurisdictions in Alameda County. This recommended action would authorize the initiation of the 45-day comment period. Staff will then return to PPLC and the Commission after the completion of the comment period for final action on the proposed TEP amendment. Once a final amendment is recommended to the Commission after the comment period, a 2/3 vote by the Commission is needed per the TEP Implementing Guidelines.

The proposed amendment includes the following elements, which are documented in Attachments B and C:

1) Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds (Attachment B, Plan Amendment Resolution).
2) Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.
3) Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.
4) Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above (as shown in Attachment C, TEP Redline Markups).

Project Background

A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years, there have been efforts by many residents, local elected officials, and other stakeholders to extend the BART alignment to Livermore, including planning, funding and project development efforts.

Regional and State Rail Planning

In 2007, the San Francisco Bay Area Regional Rail Plan developed by the Metropolitan Transportation Commission (MTC) identified the BART to Livermore extension as an important inter-regional rail connection. The Regional Rail Plan envisioned that BART should connect to the ACE train service in Livermore in order to provide a reliable and fast transit option for the growing congestion over the Altamont Pass and along the I-580 corridor. The importance of rail service between the Tri-Valley and San Joaquin Valley was reiterated in the 2018 California State Rail Plan, which calls for a Tri-Valley rail hub and increased rail frequencies and connectivity over the Altamont Corridor.

BART to Livermore Project

By the 1980s, the extension of BART further east in the Tri-Valley was already under serious consideration. In the mid-1980s, BART purchased a potential site for a future station near the Isabel Avenue and Interstate 580 interchange and a site in the vicinity of Greenville Road and Interstate 580 for purposes of preserving land for a potential station and yard/maintenance facility. In 1997, the Dublin/Pleasanton line was opened, with a West Dublin station added in 2011.

Numerous local and regional transportation measures have included support for BART to Livermore, starting with the 1986 Alameda County Measure B, which included $170 million for a "Rail extension to Dublin Canyon". The 2000 TEP included funding of $8.7 million for "I-580 Corridor/BART to Livermore Studies". Measure BB included $400 million in the 2014 TEP for "BART to Livermore". The project also received Regional Measure 1 bridge toll funding to advance planning and environmental work. In June 2018, Bay Area voters approved Regional Measure 3, which includes $100 million for "Tri-Valley Transit Access Improvements."

In 2010, after two years of analysis, BART completed a Program Environmental Impact Report (EIR) that evaluated the feasibility of five potential station sites and 10 different alignments for the BART to Livermore extension. In 2012, the BART Board of Directors directed its staff to advance the conceptual engineering and environmental review of a one-station extension to Isabel Avenue (Proposed Project), as well as to coordinate with the City of Livermore on the land use planning around the future station site.

In 2014, Alameda County voters approved Measure BB to fund the 2014 TEP, which includes $400 million in dedicated funding for the BART to Livermore extension. Measure BB commits funds to support construction of the extension of BART in the I-580 corridor using the most effective and efficient technology.

On July 31, 2017, BART released the Draft Project EIR evaluating the Proposed Project and alternatives. In May 2018, BART released the Final Project EIR. The BART Board certified the Final Project EIR on May 24, 2018 and directed staff to not advance a specific project.

As major transportation project planning and analysis was underway, cities also advanced land use planning around future rail service. The City of Livermore prepared the Isabel Neighborhood Plan and program-level EIR for development around a new station. The Livermore City Council adopted the Isabel Neighborhood Plan and certified the EIR for the Plan in May 2018.

ACEforward Program

The San Joaquin Regional Rail Commission (SJRRC) ACEforward program outlined a vision for a phased rail infrastructure and service improvement plan to increase frequency, increase service reliability, and enhance passenger facilities along the existing ACE service corridor from San Jose to Stockton, and to extend ACE service to Modesto and Merced. The (SJRRC) released a Draft EIR in May of 2017 that was later rescinded; however, the technical

documents developed by the SJRRC for the ACEforward Draft EIR were made available to the TVSJVRRA for advancement of the Valley Link Project Feasibility Report and Draft EIR.

Creation of TVSJVRRA

In 2017 Assemblymembers Catharine Baker and Susan Eggman authored AB 758, which created the TVSJVRRA. The TVSJVRRA is led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal established for the TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system that reflects regional consensus and meet the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with a feasibility report.

AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance the project per AB 758. The TVSJVRRA adopted several goals and policies to guide the development of the project.

A key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

TVSJVRRA Adopted Project Goals:

The following goals were adopted by the TVSJVRRA to address identified regional and economic and transportation challenges:

- Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs.
- Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction, and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link Project Development Policies

The TVSJVRRA adopted several policies to guide the development framework of the project, including the following sustainability and transit-oriented development policies:

- Sustainability Policy: Identifies implementing strategies to achieve a zero emissions system. The adopted Sustainability Policy includes a commitment to encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households. It further directs maximizing benefits to these communities and households in the project planning and design of Valley Link. Four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities.
- Transit Oriented Development (TOD) Policy: Support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:
    - Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
    - Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently submitted by the City of Livermore to MTC/ABAG as a new PDA.

Valley Link Project Description

Valley Link is a proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail services between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

Attachment D includes a summary fact sheet and diagram of the proposed project.

The project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021 respectively.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (per a 2014 TEP amendment), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

Other Agency Actions

Given the project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, the San Joaquin Council of Governments (SJCOG), SJRRC, BART, Alameda CTC and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project:

- MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Resolution Number 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.
- SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.
- BART: BART has committed staff to directly lead the early development of the project due to its expertise in developing and delivering similar projects, such as the e-BART extension to Antioch.
- Alameda CTC, the SJRRC and Caltrans have provided technical reviews of preliminary design plans and documents. In addition, the TVSJRRA is in discussion with the City of Tracy regarding donation of a key 200-acre parcel under City of Tracy ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $20 million and is currently being appraised.

Project Considerations

The project construction will have significant impacts on the I-580 Express Lanes, with major impacts anticipated during construction. The TVSJVRRA staff have been working with Alameda CTC, as well as Caltrans, to identify design and construction considerations. Alameda CTC staff have held several workshops with the project design team to evaluate the preliminary design plans and will continue to be engaged through the ESC and technical groups to provide policy and technical feedback during design development to ensure minimal impacts to the I-580 Express Lanes. Alameda CTC will continue to work closely with the TVSJVRRA as the project design advances, and will also conduct financial analysis to understand potential impacts to toll revenues during construction to ensure revenue losses are addressed.

Proposed Amendments

The amendment that has been requested to be made to the 2014 TEP includes two elements as follows:

- Amend to include the new entity of the TVSJVRRA
- Amend to include the Valley Link Project for $400 million

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP):

BART Extension and System improvements ($710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as provide local funding for a proposed BART extension in the eastern part of the county.

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP. The proposed changes include moving the project from page 18 from the BART section of the TEP to page 20 under the section

"Major Transit Corridor and Commuter Rail Improvements", remove references to BART as the agency leading the rail extension, change references from the BART to Livermore project to Valley Link on pages 2, 3, 14, 18, 19 (map) and add Valley Link to the map on page 21 (see Attachment C).

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements as shown on Attachment C.

> Valley Link Rail in Alameda County ($400 M)
>
> This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Implementing Guidelines Related to this TEP Amendment

Once the 2014 TEP amendments are complete, all the implementing guidelines will be applicable to the project and project sponsor similar to all other TEP projects. Specifically, for this TEP amendment, the following guidelines describe requirements for the amendment as well as the new project sponsor.

4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

8. Strict Project Deadlines: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

Note: any new amendment that adds a project must comply with this provision and the start date of the seven years will be from the date of the adopted amendment.

11. Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring

requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.

14. No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.

18. New Agencies: New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Planning, Policy and Legislation Committee (PPLC)

At the May PPLC meeting, Alameda CTC staff provided the Committee an overview of the amendment process and schedule, and Michael Tree, Executive Director of the TVSJVRRA gave an overview of the project. Discussion focused on questions related to the timing of the need for the amendment and clarification on the action the Commission would be voting on in May. A number of comment letters were received and summarized verbally for the Committee by the Clerk and emailed to the Committee members as received. The set of public comment letters received for the PPLC meeting is included here as Attachment E. Comment letters sent by Commissioners in their capacity as local government officials are not included but may be expressed verbally by Commissioner at the full Commission meeting. PPLC voted unanimously to advance the item to the full Commission.

Next Steps

Upon Commission approval to initiate the TEP amendment process, a 45-day comment period for jurisdictions in Alameda County will commence. Staff will return to the Commission to report on the comments received and to recommend final action by the Commission later this year.

Fiscal Impact: There is no fiscal impact for this item associated with the requested action.

Attachments:

A. Letter from TVSJVRRA Requesting TEP Amendment
B. Draft Resolution for 2014 TEP Amendment
C. Proposed 2014 Measure BB Expenditure Plan Redline Markups and Technical Amendments
D. Valley Link Project Fact Sheet
E. Comment letters received

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Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

8.1A

BOARD OF DIRECTORS

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LAVTA Boardmember

Boardmember Leo Zuber
Vice Chair, ACE

Michael Tree
Executive Director

May 4, 2020

Mayor Pauline Cutter, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, Ca 94607

Dear Chair Cutter,

This letter is intended to supersede the information in the letter written to Chair Valle on September 11, 2019 (attached) as it relates to the language to be amended in the 2014 Transportation Expenditure Plan currently found on page 18. Please use the following language for the amendment:

Valley Link Rail in Alameda County ($400 M)
This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Thank you,

Alameda County Supervisor Scott Haggerty, Chair

cc: Ms. Tess Lengyel, Executive Director, Alameda CTC

Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

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LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

September 11, 2019

Supervisor Richard Valle, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Valle,

In May of 2018 the BART Board decided not to extend conventional BART to Livermore in favor of deferring the development of a rail extension project to the newly established Tri-Valley – San Joaquin Valley Regional Rail Authority ("Authority").

In the statute that created the Authority, AB 758 (Eggman/Baker), the Legislature addressed the transfer of local funds to the Authority for the Valley Link project in Section 132658:

> "the unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority's purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 1800000)."

Over the past 18 months, the Authority has been actively engaged in the planning of Valley Link, a passenger rail project that connects with the Dublin/Pleasanton BART station and travels eastward to Livermore and beyond to communities in the Northern San Joaquin Valley. A key element of the Valley Link Funding Plan for the Dublin/Pleasanton connection with BART and rail construction to Livermore is the $400 million in Measure BB that is currently listed in the Alameda County 2014 Transportation Expenditure Plan ("Plan") for the BART to Livermore project. Per the requirements of the Plan, The Tri-Valley – San Joaquin Valley Regional Rail Authority requests the following amendments:

1. The Tri-Valley – San Joaquin Valley Regional Rail Authority, established by AB 758,be included as an eligible recipient of funds.
2. That the following, specific language be amended:

   Move and amend the following language from Page 18 of the Plan to Page 20:

Valley Link
Connecting People, Housing, and Jobs
1362 Rutan Court, Suite 100 | Livermore, CA 94551 | (925) 455-7564 | valleylink.com

Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

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Director, Mountain House

Boardmember Bob Woerner
LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

~~BART to Livermore~~ Valley Link to Livermore ($400 M)
The project funds Valley Link ~~the first phase of a BART to extension~~ within the I-580 Corridor freeway alignment from the Dublin/Pleasanton BART station to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of or any element of this ~~first phase~~ project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

In accordance with the Alameda County 2014 Transportation Expenditure Plan Implementing Guidelines, the Tri-Valley – San Joaquin Valley Regional Rail Authority understands and can fully comply with the requirements of recipients of Measure BB funds, including, but not limited to, annual audits and compliance reporting, the establishment of separate accounting funds for Measure BB funds, independent Watchdog reviews, performance measures, environmental clearance timelines, timely use of funds, contracting requirements, public reviews and approvals.

Thank you for your consideration,

Alameda County Supervisor Scott Haggerty, Chair

cc: Mr. Art Dao, Executive Director, Alameda CTC

Valley Link
Connecting People, Housing, and Jobs
1362 Rutan Court, Suite 100 | Livermore, CA 94551 | (925) 455-7564 | valleylinkrail.com

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ALAMEDA County Transportation Commission

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

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Executive Director
Tess Lengyel

Draft

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Resolution No. 20-007

Resolution of the Alameda County Transportation Commission Amending the 2014 Transportation Expenditure Plan to Delete the BART to Livermore Project and add the Valley Link Project

WHEREAS, by action of the governing body ("Commission") of Alameda County Transportation Commission ("Alameda CTC") at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan ("2014 TEP"), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated $400 million to a project identified as "BART to Livermore," constituting the first phase of a San Francisco Bay Area Rapid Transit District ("BART") extension within the I-580 Corridor to serve residents and businesses in that Corridor.

WHEREAS, on May 24, 2018, the BART Board certified the Final Environmental Impact Report for the BART to Livermore project, but declined to approve the project as proposed nor any alternative for the project.

WHEREAS, Assembly Bill (AB) 758, as adopted by the State legislature and signed by the Governor, created the Tri Valley San Joaquin Valley Regional Rail Authority ("TVSJVRRA"), an entity led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal of TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley, to address regional economic and transportation challenges.

WHEREAS, AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance a rail extension in the Corridor, now identified as "Valley Link."

WHEREAS, a key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

WHEREAS, the Valley Link project costs included in the Final Feasibility Report range from a low year of expenditure cost of $2.4 billion to a high year of expenditure cost of $3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021.

To date, a total of $628 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (subject to approval of this amendment to the 2014 TEP by the Commission), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds) and $40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

WHEREAS, given that the Valley Link project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (SJRRC), BART, Alameda CTC, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project, as outlined below:

MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans.

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.

WHEREAS, the 2014 TEP and Public Utilities Code Section 180207 together provide that the 2014 Plan may be modified if an amendment is approved by a two-thirds vote of the Commission.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended to delete the BART to Livermore Project and all references to that Project;

BE IT FURTHER RESOLVED that the Tri Valley San Joaquin Valley Regional Rail Authority be recognized as an eligible agency for recipient of funds in the 2014 TEP;

BE IT FURTHER RESOLVED that the Valley Link Rail Project in Alameda County with an allocation of $400 Million is placed in the 2014 TEP, described as follows:

This project funds the first phase of a Valley Link rail project from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BE IT FURTHER RESOLVED that the 2014 TEP be amended to include the following specific description of the Valley Link Project:

A proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail. The project is generally shown on the diagram below:

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 28, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

_____ _____

Pauline Russo Cutter, Vanessa Lee,

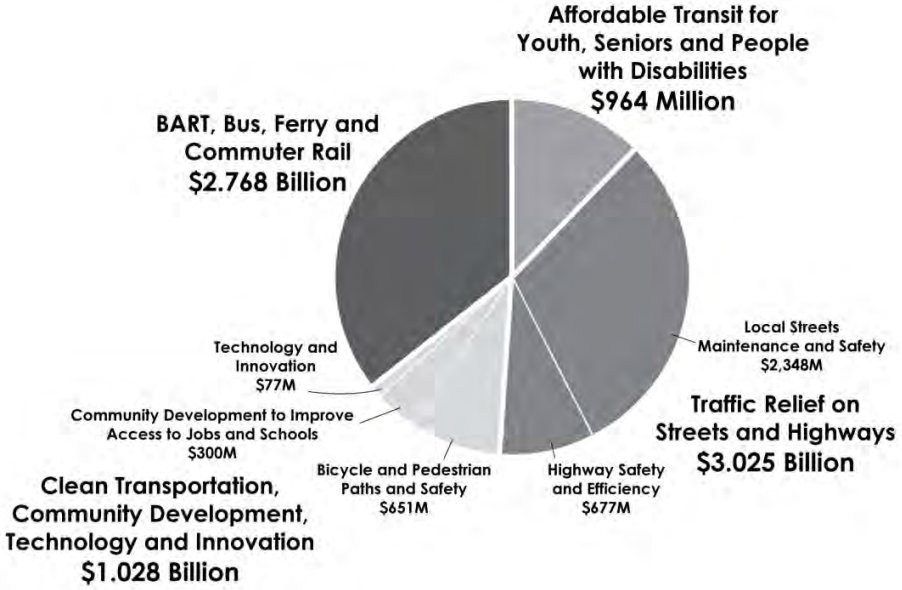
Chair, Alameda CTC Clerk of the Commission

INTRODUCTION

Summary of Investments	FUNDS ALLOCATION* ($ x million)
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	**$1,587**
BART Expansion and Maintenance	$349 ~~$749~~
Bus Operations, Maintenance and Rapid Bus Projects	$1,548
Commuter Rail Improvements	$832 ~~$432~~
Ferry Services in Alameda County	$39
Affordable Transit for Youth, Seniors and People with Disabilities	**$964**
Affordable Youth Transit to School and Transit Innovation	$190
Affordable Transit for Seniors and People with Disabilities	$774
Traffic Relief on Streets and Highways	**$3,025**
City and County Streets*	$2,348
Highway Safety and Efficiency	$677
Clean Transportation, Community Development, Technology and Innovation	**$1,028**
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	$651
Community Development Projects to Improve Access to Jobs and Schools	$300
Technology and Innovation	$77
TOTAL INVESTMENTS (YEAR 2015 TO 2045)**	**$7,785**

Notes:
*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.
**Estimated funds from 2015 to 2045 are anticipated to be almost $8 billion.

$7,785 in Total Investments Year 2015 to 2045



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount ($ x millions)	% of Total Funds
BART, Bus, Senior, and Youth Transit (48%)	Transit: Operations, Maintenance, and Safety Program	AC Transit	$1,455.15	18.8%
		Altamont Commuter Express	$77.40	1.0%
		BART Maintenance	$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	$38.70	0.5%
		Livermore Amador Valley Transit Authority	$38.70	0.5%
		Union City Transit	$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	$15.00	0.19%
		Subtotal	**$1,857.63**	**24%**
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	$232.20	3.0%
		East Bay Paratransit - AC Transit	$348.31	4.5%
		East Bay Paratransit - BART	$116.10	1.5%
		Coordination and Service Grants	$77.40	1.0%
		Subtotal	**$774.01**	**10%**
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	$10.0	**14%**
		Alameda to Fruitvale BART Rapid Bus	$9.0	
		Grand/MacArthur BRT	$6.0	
		College/Broadway Corridor Transit Priority	$10.0	
		Subtotal	**$35.0**	
	BART System Modernization and Expansion	Irvington BART Station	$120.0	
		Bay Fair Connector/BART METRO	$100.0	
		BART Station Modernization and Capacity Program	$90.0	
		~~BART to Livermore~~	~~$400.0~~	
		Subtotal	**$~~710.0~~310.0**	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	$120.0	
		Union City Intermodal Station	$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	$110.0	
		Oakland Broadway Corridor Transit	$10.0	
		Capitol Corridor Service Expansion	$40.0	
		Valley Link	$400.0	
		Subtotal	**$~~355.0~~755.0**	
	TOTAL		**$3,731.64**	**48%**

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.
BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.
All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments. Funds for operations and maintenance will be provided to transit operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing ~~BART~~ rail system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, $1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

Transit Operations and Maintenance Program (21.55% of net revenue, estimated at $1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) $Millions
AC Transit	18.8%	$1,455
ACE	1.0%	$77
BART Maintenance	0.5%	$39
WETA (ferries)	0.5%	$39
LAVTA (WHEELS)	0.5%	$39
Union City Transit	0.25%	$19
Total Transit Operations	**21.55%**	**$1,668**

Affordable Youth Transit Pass Program ($15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at $175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

ACTC_AR2515

BART STATION ~~EXTENSION~~ AND SYSTEM IMPROVEMENTS ($37~~7~~10 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system~~, as well as provide local funding for a proposed BART extension in the eastern part of the county.~~

~~BART to Livermore ($400 M)~~

~~This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.~~

BART Station Upgrades and System Improvements ($310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.



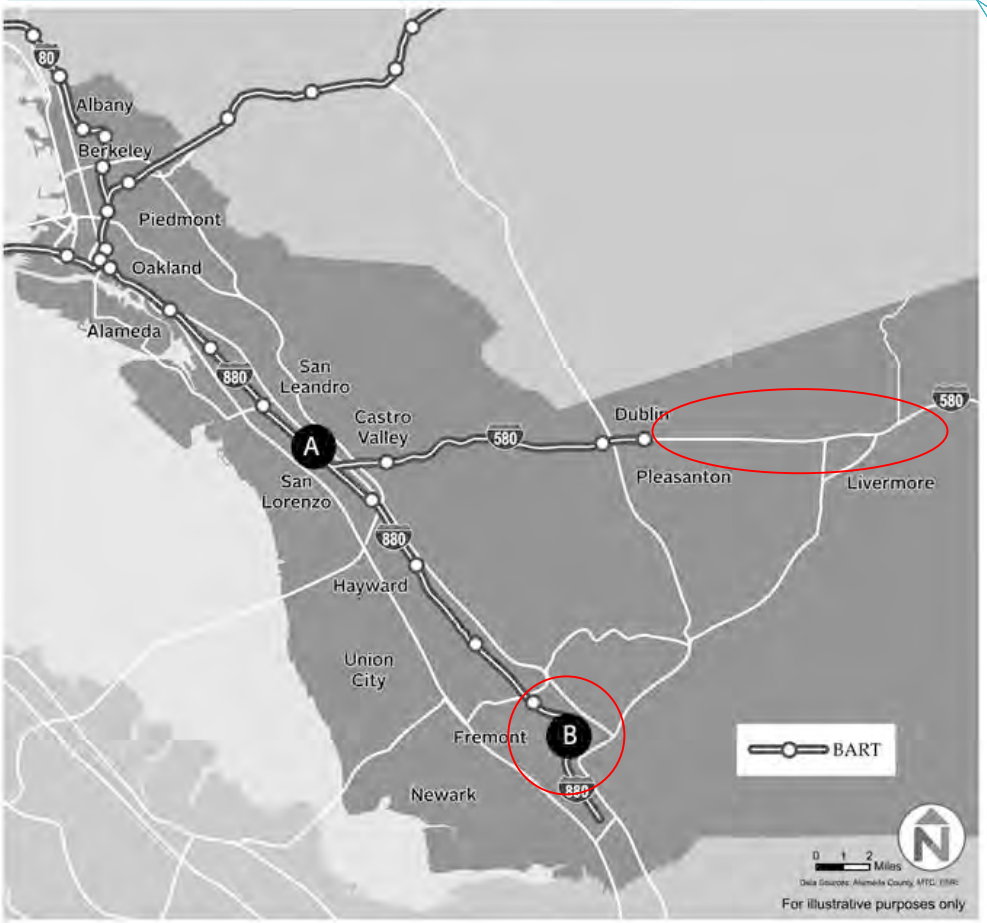
- **The Bay Fair Connector/BART METRO project will receive $100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive $90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.

- **The Irvington BART Station will receive $120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

ACTC_AR2516

BART INVESTMENTS



A Bay Fair Connector / BART METRO

B Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities

Commented [ACTC1]: Bottom circle: The new "B" is Irvington BART Station, and below that removal of "C"

Commented [ACTC2]: Top circle: Removal of the original "B – BART Extension to Livermore (within the I-580 corridor)"

Commented [ACTC3]: Middle circle: Change the original "C – Irvington BART Station" to a new "B"

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS ($~~355~~ 755 M)

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Corridor Area Transportation Improvements ($120 M)

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

Union City Intermodal Station ($75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.



Capitol Corridor Service Expansion ($40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

Railroad Corridor Right of Way Preservation and Track Improvements ($110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

Oakland Broadway Corridor Transit ($10 M)

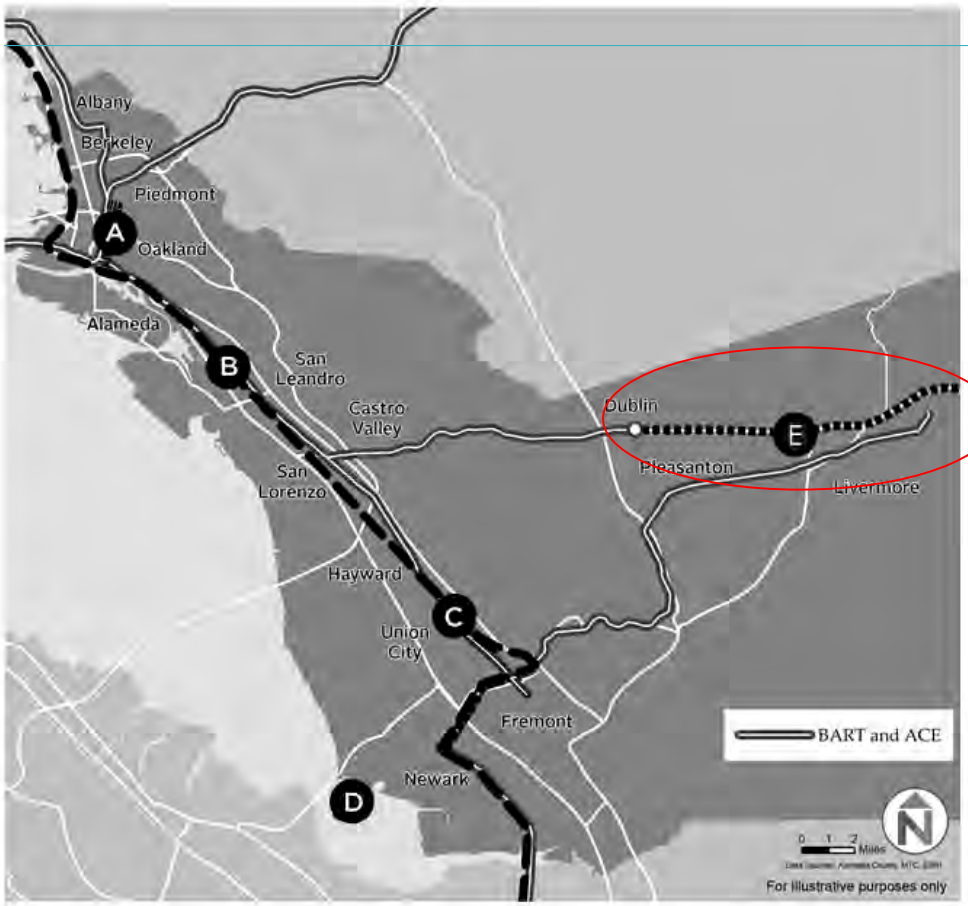
This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

Valley Link Rail in Alameda County ($400 M)

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

ACTC_AR2518

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



A Broadway Corridor Transit

B Capitol Corridor Service Expansion

C Union City Intermodal Station

D Dumbarton Corridor Area Transportation Improvements

E Valley Link Rail

Not Shown:
- Railroad Corridor Right of Way Preservation and Track Improvements

Commented [ACTC4]: **Both circles:** Addition of "E – Valley Link Rail" on the map and in the legend

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Valley Link

Connecting People, Housing, and Jobs

Fact Sheet

Project Overview

Connecting San Joaquin Valley to the Bay Area. Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

A Seamless Connection to BART. The first phase of service will provide a seamless and timed connection to BART, with service from North Lathrop to the Dublin/ Pleasanton BART station.

Frequent and Reliable Service. Trains will run throughout the day in both directions with the goal of matching BART frequency and hours of operation.

Initial Service Characteristics

	PEAK	OFF-PEAK
Between Dublin/ Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)



As of APRIL 2020

Tri-Valley • San Joaquin Valley REGIONAL RAIL AUTHORITY



By the Numbers

- **9,3500 Bay Area workers** - commuting from San Joaquin Valley today
- **42 Miles** - using existing transportation corridors
- **7 Stations** – Dublin/Pleasanton, Isabel, Mountain House, Tracy, River Islands, North Lathrop
- **78 Minutes** - current average commute each way
- **28 days** – total commute time per year for average commuter
- **75% increase** - commute traffic on I-580 by 2040
- **58% increase** – truck traffic on I-580 by 2040
- **25 daily round-trips** - by Valley Link trains each day in 2040
- **28,000 riders** – estimated in 2040 for Valley Link per day
- **99.4 Million** – reduction in Vehicle Miles Traveled (VMT) per year in 2040
- **33,000 metric tons** – reduction in greenhouse gas emissions (GHG) per year
- **0 Emissions** – battery-electric and hydrogen vehicle technologies under development
- **$2.4 Billion** - cost of Valley Link Phase 1 from Dublin/ Pleasanton BART to North Lathrop, in year of expenditure
- **$628 million** - identified as available for the project:
  - **$400 million** - Measure BB funds
  - **$188 million** - Bridge Toll funds
  - **$40 million - impact fees from the City of Livermore**
- **2027 – target date for Valley Link revenue service**

Project Benefits

Valley Link aims to be a model of sustainability in the design, construction and operation of the system. It is vital to our state's economy, environment and the quality of life in our communities:

- Serves communities and households in the Northern San Joaquin Valley with some of our state's highest poverty rates;
- Promotes equity by maximizing benefits to disadvantaged communities
- Links the Northern California Megaregion's workforce to affordable housing;
- Readily connects our state's future high-speed rail system to BART;
- Provides direct and seamless service to major employment centers in all parts of the Bay Area;
- Provides opportunities for compact transit-oriented development; and
- Will have a significant impact on the reduction of VMT and greenhouse gas emissions.
- Operates on renewable energy

Sources:
Bay Area Economic Institute Valley Link Project Feasibility Report (October 2019)
San Joaquin County Council of Governments

For more information about Valley Link, visit **www.valleylinkrail.com**

Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

Andreas Cluver
Secretary-Treasurer

Rob Stoker
President

Rafael Gonzalez
Vice President

Che Timmons
Sergeant in Arms

Auto & Marine Painters, #1176
Boilermakers, #549
Brick & Tile Layers, #3
Carpenters, #713
Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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Bay Area Transportation Working Group (BATWG)

May 11, 2020

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation Committee

Alameda County Transportation Commission (ACTC)

1111 Broadway, Suite 800 Oakland, CA 94607

Dear Commissioner Ortez:

It has come to our attention that the ACTC is thinking of reallocating the Measure BB funds set aside for the Livermore BART connection to "Valley Link". We urge you to desist.

For one thing such an action would make a mockery of what the Alameda County voters voted for in 2016. For another it would deny the people of Livermore the one good way of getting from their city to the East Dublin BART Station.

At the time the BART Board was considering whether or not to put the Measure BB $400 million toward a proposed $3.2 billion BART extension to Greenville Road, BATWG conducted an extensive investigation of the bus alternative. It was our conclusion that in terms of improving the access of the people of Livermore to BART, well-appointed buses (patterned after the privately-operated hi-tech buses) operating in bus-only lanes would be a far cheaper and better option. At the time we envisioned three separate lines originating in separate parts of Livermore all traveling out-of-traffic, at least during commute hours, to the Station.

Sincerely,

Gerald Cauthen
Co-Founder and President,
Bay Area Transportation Working Group
510 208 5441
www.batwgblog.com

Bay Area Transportation Working Group
3001 Ashbrook Court
Oakland CA 94601
www.batwgblog.com

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From:	Angie Ayers
To:	Angie Ayers
Cc:	Tess Lengyel; Vanessa Lee
Subject:	FW: Bike East Bay comments on Valley Link
Date:	Monday, May 11, 2020 12:23:17 PM

Hello Commissioners,

Please see the below public comment for item 5.1.

Regards,
Angie

Angie Ayers, Associate Administrative Analyst
Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607
Phone: 510.208.7450 direct dial | 510.208.7400 main line
Email: aayers@alamedactc.org Website: www.alamedactc.org
Facebook: www.facebook.com/alamedactc Twitter: @alamedactc

From: Vanessa Lee
Sent: Monday, May 11, 2020 12:20 PM
To: Dave(dave@bikeeastbay.org) Campbell <dave@bikeeastbay.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>; Angie Ayers <aayers@alamedactc.org>
Subject: RE: Bike East Bay comments on Valley Link

Received. Thank you.

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Dave Campbell <dave@bikeeastbay.org>
Sent: Monday, May 11, 2020 12:19 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Bike East Bay comments on Valley Link

Commission

We support transit, and possibly this project too, but have questions and concerns around:

1. The lack of public outreach in Livermore to generate support for this project. Measure BB in Livermore did not get a ton of support and BART was controversial. RM3 get even less support in Livermore. We don't want this project to be controversial like the BART project was. The Isabel Neighborhood Plan was controversial too because of BART. Where are the residents of Livermore on this project?;
2. Hour headways off -peak is poor public transit, and is in fact commuter rail. This corridor needs good transit. What can be done to convert this project from commuter rail to good transit?
3. Can we hear more about the financial crisis and how this project is affected? It's concerning to hear a presentation that does not acknowledge the current financial crisis.

Thank you for more clarifying information.

--
Dave Campbell
Advocacy Director
Bike East Bay
****
Office: 466 Water Street at Jack London Square in Oakland
Mail: PO Box 1736, Oakland, CA 94604
Cell: (510) 701-5971
BikeEastBay.org

Learn how COVID-19 is impacting Bike East Bay events and activities.

From:	Vanessa Lee
To:	Angie Ayers
Subject:	FW: Public Comment for item 5.1 at ACTC"s PPLC meeting on Monday 5/11
Date:	Monday, May 11, 2020 11:26:37 AM
Attachments:	hyperlinked_PPLC_Agenda_20200511.pdf

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, May 7, 2020 1:42 PM
To: Vanessa Lee <VLee@alamedactc.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>
Subject: Public Comment for item 5.1 at ACTC's PPLC meeting on Monday 5/11

Hi Vanessa-

I hope you are staying healthy and safe. Considering that I cannot attend next Monday's PPLC meeting in person due to the SIP, please make sure my comments are read into the record for Public Comment as part of agenda item 5.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti
(925) 858-5303

Dear Chair Ortiz and Honorable Commissioners:

On behalf of the Innovation Tri-Valley Leadership Group, I respectfully request for the PPLC to support the Staff recommendation to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. Our Committee worked to ensure that the Expenditure Plan included the fulfillment of plans dating back to the 1960's which envisioned a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. This vision was part of the plan approved by the voters of Alameda County. Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it.

Four years later in May of 2018, the BART Board certified the BART to Livermore EIR but transferred the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley to the Tri-Valley - San Joaquin Valley Rail Authority. The Authority has since completed a Feasibility Report for Valley Link, a project proven to be cost effective and efficient, estimated to carry between 26,000 and 28,000 riders a day in the highly congested I-580 corridor.

With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority that will benefit the environment, the economy and the quality of life of residents and

Bay Area workers. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete the project. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision of Measure BB for rail connectivity in the Tri-Valley, and I urge the Committee to approve the item.

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group
925.858.5303
tsbranti@innovationtrivalley.orgwww.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

May 8, 2020

Elsa Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: PPLC Agenda Item 5.1 – Tri-Valley-San Joaquin Valley Regional Rail Authority Request for 2014 Measure BB Transportation Expenditure Plan Amendment – **SUPPORT**

Dear Chair Ortiz:

I am writing on behalf of the Livermore Valley Chamber of Commerce (LVCC), a business membership organization with nearly 500 members from a cross-section of private/public and non-profit industry sectors that employ nearly 20,000 workers. Ensuring that public dollars are wisely spent and that taxpayers receive a good return on their investment, while responsibly planning, funding, and maintaining and operating our transportation system is a key policy priority for LVCC.

LVCC supports the above referenced item, advancing the efforts to close the gap in the I-580 corridor for an urgently needed and long-awaited, effective rail connection between Livermore and the Dublin/Pleasanton East BART station. I reiterate the support formerly expressed by LVCC over many years for planning and funding support for such a project. LVCC appreciates the wisdom of the leaders of the Alameda County Transportation Commission in designating significant funding in Measure BB (which was supported by LVCC) to provide for a future rail connection in this corridor. In light of events that have transpired since the approval of BB, your prudent actions necessary to amend the expenditure plan to accommodate the request by the Tri-Valley-San Joaquin Valley Regional Rail Authority is welcomed and appreciated. LVCC recognizes and strongly supports the efforts of the TVSJRRA to effectively deliver a rail connection project in this corridor within the next few years.

We look forward to moving forward with this initiative and this project, and stand ready to support you in this action.

Respectfully,
Dawn P. Argula
Dawn P. Argula
CEO/President

C: Scott Haggerty, First District Supervisor, Alameda County BOS
Tess Lengyel, Executive Director, Alameda County Transportation Commission
Michael Tree, Executive Director, Valley Link
John Marchand, Mayor, City of Livermore

Livermore Valley Chamber of Commerce
2157 First Street Livermore CA 94550
925.447.1606
www.livermorechamber.org

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SIERRA CLUB
SAN FRANCISCO BAY

Serving Alameda, Contra Costa, Marin and San Francisco counties

May 11, 2020

Via email to: vlee@alamedactc.org

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation (PP&L) Committee
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: PP&L Agenda item #5.1 – Approve Tri-Valley- San Joaquin Valley Regional Rail Authority (TVSJVRRA, aka Valley Link) Request for a 2014 Measure BB Transportation Plan Expenditure (TEP) Amendment

Dear Chair Ortiz and Members of the PP&L Committee:

On behalf of our more than 13,500 members in Alameda County, the Sierra Club writes to respectfully express great concern about Item #5.1 on your Agenda for Monday May 11, 2020. We believe that there are far too many issues and questions that should be addressed before the recommended actions move forward.

We recognize that the proposed actions before your Committee are just the beginning of a process to reprogram the sales tax funds that were approved by voters for "BART to Livermore." But as set forth in the staff memo, the proposed actions, and their timing, would establish dangerous precedents for lack of planning and financial responsibility. There is simply no need to rush into the proposed actions, particularly in the context of the current health and financial crises being faced by the State and local communities. Why not first take time for responsible analysis and an opportunity to see if-how-and-when recovery is able to occur, before committing funds that may not materialize for years to come?

Every responsible forecast is anticipating that "the future of work" will be different, post-pandemic, than we have ever been experiencing previously. Why base such a massive investment of public funds on what is already and at best "old data?"

The first Agenda request is that the TVSJVRRA be acknowledged as a new agency in Alameda County that can be an eligible recipient of Measure BB funds. While this

2530 San Pablo Ave., Suite I, Berkeley, CA 94702 Tel. (510) 848-0800 Email: info@sfbaysc.org

should be the least controversial element of the requests, nothing in the staff memo identifies the potential magnitude of impacts on other Measure BB transit recipients. There is no operating budget provided in the Committee materials. Can taxpayers and pre-pandemic passengers be assured that this new system will not become a drain on other, voter-approved transit agencies in the County?

The second and third requests would remove "BART to Livermore" from the TEP and substitute Valley Link with no consideration of possible alternatives – why? The project list for Measure BB was the result of years of input and deliberation by Community and Technical Working Groups. Why not have a full and fair competition for alternative uses of these funds, throughout the full list of "BART, Bus, Senior, and Youth Transit" options identified as the relevant "Type" on page 3 of the TEP (page 24 of the Committee packet), especially with the enormous uncertainties facing projections for both traffic and funding revenues?

Implementing Guideline 22 of the Measure BB TEP is surprisingly omitted from the staff memo, but supports this broadened approach, stating:

> **22. Fund Allocations**: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

Even the language from AB 758 (Eggman/Baker, PUC section 132658) that is quoted in the "superseded" request dated September 11, 2019, recognized that there was no entitlement to the "local funds controlled by the Alameda County Transportation Commission."

It should also be noted that the proposed description and conditions regarding Valley Link delete and/or change significant descriptive and cautionary language (which was carefully negotiated and voter-approved) before funds may actually be "used." The text below sets forth full "before and after" language in a single view for the information of Commissioners and the public:

> ~~BART to Livermore ($400 M)~~
> Valley Link rail in Alameda County ($400 M)
>
> This project funds the first phase of a ~~BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ Valley Link rail extension from the existing Dublin/ Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.

> Funds are for construction for any element of this first phase project and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an ~~detailed~~ alternative assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Why are voter and environmental protections proposed to be removed for this new project? Do Commissioners really think this is wise and appropriate? Why not, at a minimum, wait until the requisite Environmental Review is both released in draft form and then completed? – This critical document is already a year behind the previous schedule.

Where is the San Joaquin County commitment to support their own residents who are likely to be the primary beneficiaries of this project? The proposed resolution merely states that:

> SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from ***future*** measures and state funds. **(emphasis added)**

Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and operations for this multi-county project. “Leveraging” of other funds should, at a minimum, be based on full and fair participation from designated “partners.”

Several places in the proposed “amendments” describe Valley link as “Commuter Rail," despite the fact that it is proposed to operate throughout the day. Subsection 49 CFR 37.3 in relevant part defines “commuter rail” as

> *Commuter rail transportation* means short-haul rail passenger service operating in metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fare, multiple ride, and commutation tickets and by morning and evening peak period operations. This term does not include light or rapid rail transportation.

Is this an attempt to obviate or avoid an obligation for ADA complementary paratransit service for passengers, or attempted passengers, who may have difficulty using the train service?

We must also ask if ACTC or Valley Link have informed MTC and ABAG that the proposed project will facilitate inter-regional commuting, contrary to the intent of SB 375 and the Bay Area's Sustainable Communities Strategy.

This message sets forth only some of the most obvious concerns about the proposed Measure BB actions. There are certain to be more, but disclosure by ACTC and Valley Link should not be delayed until the end of the requisite "public comment" period. The Sierra Club respectfully requests, and urges at a minimum, that the questions and issues noted above be addressed before any Commission action to consider Valley Link's requests. To do any less would call into question Commissioners' significant public service obligations to Alameda County voters, taxpayers, and residents. We look forward to working with you and ACTC staff to consider a full range of responsible uses of Measure BB funds. If you have any questions, or desire further information, please do not hesitate to contact Matt Williams at mwillia@mac.com.

Sincerely,

ss/
Matt Williams
Chair, Chapter Transportation and Compact Growth Committee

ss/
Dick Schneider
Chair, Chapter Tri–Valley Group Executive Committee

ss/
Eric Parfrey
Volunteer Leader, Mother Lode Chapter

Cc: Sierra Club California Director Phillips
San Francisco Bay Chapter Executive Committee Chair Bolotina
San Francisco Bay Chapter Director Berbeco

Memorandum 8.1F: Handout

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

DATE:	May 28, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy Vanessa Lee, Clerk of the Commission
SUBJECT:	Additional Public Comment Submissions regarding the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP)

Please find all written public comments received for the May 28, 2020 Commission meeting Item 8.1: Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan that were submitted after the Commission packet was distributed and were received by the 5 p.m. deadline notice on the agenda. These comments are in addition to those already distributed at Attachment E to item 8.1 in the Commission meeting materials. (*listed in alphabetical order):*

- Alameda County Taxpayers Association
- BART (1)
- BART (2)
- Bay Area Council
- Bay Area Transportation Working Group
- Building & Construction Trade Council of Alameda County
- Chabot-Las Positas Community College
- City of Dublin
- City of Livermore
- City of Pleasanton
- Innovation Tri-Valley Leadership Group
- Laborers' Local 304
- Livermore Amador Valley Transit Authority
- Pleasanton Chamber of Commerce
- Train Riders Association of California

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From: Marcus Crawley
To: Vanessa Lee
Subject: Tri Valley $400 million
Date: Saturday, May 23, 2020 7:59:43 AM

Pauline Cutter, Chair, and ACTC Commissioners May 22, 2020
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)

Dear Chair Cutter:

The Alameda County Taxpayers Association (ACTA), a 501(c)(4) organization, represents the taxpayers of this County in advocating legal and productive expenditures of taxpayer funds. As such, ACTA is a statutory appointer of a member of the ACTC Independent Watchdog Committee.

Alameda County Taxpayers Association [ACTA] is troubled by plan to transfer $400 million BART funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority. The Alameda County voters approved the Special Tax of Measure BB and to be dedicated for Alameda County transportation projects such as the BART to Livermore extension. The foremost consideration of ACTC must be the will of the voters. ACTC must narrowly construe the intention of the voters regarding the 'specific purposes' of the Measure BB special sales tax. The voters did not contemplate that the Measure BB taxes would single-handedly fund multi-county projects in the absence of funds contributions from other counties. When the Tri-Valley Authority has produced its share of the project funding, the ACTC can plan how to spend Tri-Valley Authority funds. ACTA will vigorously oppose any plan to divert these funds away from a voter-approved project.

For the present ACTC must demonstrate that it can plan a viable project by solving the BART to Livermore extension. This Committee must demonstrate leadership and build consensus on existing Alameda County projects, not leap ahead to the next glorious project that has not even been planned. As a first step in leadership, the committee should use its power to make the promised annual audits of Measure BB expenditures a reality.

We call on ACTC to table this action until such time as a proper study be made of this project and the logical alternatives, including a long-haul commuter express bus network for both Eastern Alameda County along the I-580 Corridor and over the hills from the Central Valley. We certainly have no objection to working jointly with Central Valley governments and other interest groups on a project of mutual benefit. However, we do not understand why ACTC is proposing that the Alameda County taxpayers be the first to transfer funds approved by the voters to benefit primarily Alameda County residents to a project that would instead primarily benefit residents of other counties – particularly since there is no commitment from those counties, or even an idea of when such a commitment might be made.

The $400 million was originally approved by the voters as part of Measure BB in 2014 for a BART extension to Livermore. The BART Board elected not to pursue this, so we agree it is proper to study other transportation improvements in this corridor – but, we believe that the first priority should be for what the voters intended, benefits for the residents and travelers along the I-580 corridor in the Eastern Tri-Valley area.

We do not object to the study of rail alternatives in this corridor and into the Central Valley, either BART or commuter/inter-city rail. But, in our role as a taxpayer advocate, we believe that it would be improper to advocate for rail unless and until a proper, unbiased study fairly considers other options, including a bus system on dedicated lanes, that could require far less taxpayer dollars and could be completed much faster. If the study shows that Valley Rail is the best option and is fair to the taxpayers and the traveling public, and is feasible, then ACTC should consider this $400 million reallocation at that time.

We do not understand the necessity nor the benefit of making this decision so early in the planning process.

I will be commenting on this matter at the Commission meeting.

Thank you for your consideration of the position of the Alameda County Taxpayers Association on this important matter before the Commission.

Respectfully submitted,

Marcus Crawley -President of

ACTA

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As BART Director (District 5) and representative for my constituents and taxpayers in the Tri-Valley area, I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades. The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

I urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

John McPartland
BART Director, District 5

www.bart.gov

Cc: BART Directors and Board Appointed Officers
Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
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Rebecca Saltzman
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4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

Via Email

Mayor Pauline Cutter, Chair
c/o Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 95607
vlee@alamedactc.org

RE: Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request

Chair Cutter:

Thank you for the opportunity to comment on the above referenced item. On behalf of the San Francisco Bay Area Rapid Transit District (BART), I would like to express support for beginning a 45-day comment period on the proposed amendment to the 2014 Measure BB funded TEP, as described in the staff memorandum.

In May 2018, the BART Board of Directors certified the Final Project EIR for the BART to Livermore extension, and directed staff not to advance a specific project in the Tri-Valley. Pursuant to AB 758 (Baker), the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) at that point assumed responsibility to advance a rail project in the corridor. Since then, BART staff have been engaged with the TVSJVRRA throughout project feasibility and initial design and environmental assessments of the proposed Valley Link Rail project, and this coordination continues.

Because of this, BART supports the action to begin the public comment period for the amendment to the TEP naming the TVSJVRRA as an eligible recipient of Measure BB funds and specifically naming the Valley Link project in place of BART to Livermore. It is important to hear from Alameda County residents and other stakeholders. The District anticipates submitting a more detailed set of comments during the official 45-day comment period that this action will kick-off.

Please do not hesitate to contact me or my staff with any additional questions.

Sincerely,

Robert M. Powers
General Manager

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BAYAREA COUNCIL
Shape the Future

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Jim Wunderman

Jim Wunderman
President & CEO
Bay Area Council

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

Bay Area Transportation Working Group

May 23, 2020

Pauline Cutter, Chair, and ACTC Commissioners

Alameda County Transportation Commission

1111 Broadway, Suite 800

Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda Item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)"

Dear Chair Cutter:

The Bay Area Transportation Working Group (BATWG) is an Oakland-based 501(c)(3) composed of senior transportation experts and advocates with centuries of collective experience in California, Bay Area, and Alameda County transportation issues and projects.

At BATWG's May 21, 2020 meeting there was a discussion of the proposed diversion of Alameda County Measure BB funds to Valley Rail. After the discussion the vote was unanimous; we believe this action would be inappropriate and unwise.

What Valley Rail needs most right now is a full, proper, and unbiased study of its feasibility – including projected ridership, cost-effectiveness and identified sources of funding, all in comparison with the other transportation options for the corridor and all taking the changes brought on by COVID into full account.

In 2017, when the question how to use this $400 million was before the BART Board, the BART staff recommended a significantly upgraded bus option on grounds that it would better serve the transportation needs of Pleasanton and Livermore than an expensive 10-mile extension of BART to Livermore's Greenville Road would. BATWG strongly supported the staff's recommendation and subsequently submitted a list of proposed bus system enhancements.

The original BART Extension project approved by the Alameda County voters was intended to benefit the people of Alameda County, including the residents of

Pleasanton and Livermore Area and those traveling to those cities from more westerly Alameda County locations. Obviously, this was a project that the Alameda County taxpayers were willing to support because the vast majority of the benefits would accrue to Alameda County residents and taxpayers. Valley Rail, which includes five stations in the Central Valley and only three in Alameda County, is intended to primarily benefit non-Alameda County residents.

There is no reason or justification for diverting $400 million in BB funds to Valley Rail at this time.

The Bay Area Transportation Working Group looks forward to working with the ACTC in working to improve transportation in the I-580 Corridor.

Respectfully submitted,

Gerald Cauthen PE

President and Co-founder

Bay Area Transportation Working Group (BATWG)

510 208 5441

www.batwgblog.com

Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

Andreas Cluver
Secretary-Treasurer

Rob Stoker
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Rafael Gonzalez
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Che Timmons
Sergeant in Arms

Auto & Marine Painters, #1176
Boilermakers, #549
Brick & Tile Layers, #3
Carpenters, #713
Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

May 26, 2020

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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CHABOT
LAS POSITAS
COMMUNITY
COLLEGE
DISTRICT

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The CLPCCD and, especially Las Positas College, as evidenced by our MOU with LAVTA, recognize the value of public transportation in meeting sustainability goals and facilitating travel to and from the college. Specifically, the largest benefactor of these two projects will be Las Positas College, and the community we serve which encompasses over 9,200 students and 500 employees. Our research shows that our public transportation usage average is 10,000 individual rides per month and nearly 500 students take the bus each business day. Of our total student population, 20% take classes at both campuses. A rail extension to Livermore would support and facilitate the needs of student populations from both the Tri-Valley and 880/580 corridors. We know there is still a great need for additional public transportation options for all of our students and employees.

CLPCCD provides educational opportunities and support for completing of students' transfer, associate degree, basic skills, career technical education, and retraining goals. We serve, annually, approximately 29,000 students. Our employees and students use public transportation to get to and from their homes to our places of work.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Ronald P. Gerhard
Chancellor

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

CHABOT-LAS POSITAS COMMUNITY COLLEGE DISTRICT BOARD OF TRUSTEES

Edralin J. "Ed" Maduli, President
Genevieve Randolph, Secretary
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Ronald P. Gerhard, Chancellor

OFFICE OF THE CHANCELLOR

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DUBLIN
CALIFORNIA
THE NEW
AMERICAN
BACKYARD

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Linda Smith
E33836CEEC044E0...

Linda Smith
City Manager, City of Dublin

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
925.833.6640
Fire Prevention
925.833.6606
Human Resources
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Parks & Community Services
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Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

LIVERMORE
CALIFORNIA

May 28, 2020

The Honorable Pauline Russo Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Agenda Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. Position of support.

Dear Chair Cutter:

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

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The environmental benefits of Valley Link are significant. Valley Link offers a rail alternative for those commuting by automobile. An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles

Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year.

Valley Link supports construction of badly needed affordable housing. Through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The Isabel Neighborhood Specific Plan, developed around the Valley Link station at Isabel Avenue, includes 4,095 new multifamily housing units with a mandatory 20% minimum affordable requirement with an overall goal for 25% affordable units in the Plan area.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will help ensure that this vital project can move forward to benefit the entire County and that commitments to the Tri-Valley are finally met.

Sincerely,

John Marchand

John Marchand
Mayor

cc: Supervisor Scott Haggerty
Tess Lengyel, ACTC Executive Director

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THE CITY OF
PLEASANTON

May 26, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that all of our Tri-Valley residents will finally benefit from the taxes they have paid to BART for many decades.

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P. O. Box 520, Pleasanton, CA 94566-0802 **123 Main Street**

City Manager
(925) 931-5002
Fax: 931-5482

City Attorney
(925) 931-5015
Fax: 931-5482

Economic Development
200 Old Bernal Avenue
(925) 931-5038
Fax: 931-5476

City Clerk
(925) 931-5027
Fax: 931-5492

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We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Nelson Fialho
9B5F9FFD0C8544D...

Nelson Fialho
City Manager

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Pleasanton City Council

From:	Tim Sbranti
To:	Vanessa Lee
Subject:	Public Comment for Item 8.1 at ACTC meeting on Thursday 5/28
Date:	Tuesday, May 26, 2020 11:26:55 PM

Hi Vanessa-

I hope you are doing well. Please make sure my comments are read into the record for Public Comment as part of agenda item 8.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti

Dear Chair Russo Cutter and Honorable Commissioners:

On behalf of the business and civic leaders who comprise the Innovation Tri-Valley Leadership Group, please support the Staff recommendation and the unanimous decision from PPLC to amend the Measure BB Transportation Expenditure Plan and replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. As Commissioner Haggerty pointed out at the PPLC meeting, a deliberate decision was made to ensure that priorities of leaders in each of ACTC's 4 planning areas were included in the measure. The priority in 2014 remains the same as it was 50 years as it is today.....establishing a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision approved by the voters of Alameda County for rail connectivity in the Tri-Valley.

Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it. Considering that the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley was transferred in 2018 from BART to the Tri-Valley - San Joaquin Valley Rail Authority, now is the time to transfer the funds as well for rail in the Tri-Valley. In recent months, the Authority has completed a Feasibility Report for Valley Link, a project proven to be cost-effective and efficient, estimated to carry between 26,000 and 28,000 riders a day to relieve gridlock in the highly congested I-580 corridor. With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority and the time to act is now.

Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with state, federal and private funding to complete the much-needed project, and we hope that you will

fulfill the original vision and meet present and future needs of the County by approving the item.

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Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group

www.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

From:	Rafael Gonzalez
To:	Vanessa Lee
Subject:	Valley Link
Date:	Tuesday, May 26, 2020 10:10:41 AM

Good morning. I am writing to you in support of the Valley Link project and the proposed funding of that project. As a representative of thousands of workers who commute from the Central Valley into the Bay Area, and as someone who does that same commute, I can attest to the importance of the Valley Link Rail System. I moved to Tracy, about 20 years ago and I have seen firsthand the increase in commuter traffic. All the experts agree that this will only continue to increase as time goes on. This will result in more time on the road, which increases the carbon footprint of each individual commuter. Valley Link provides a safe alternative from the Central Valley to the Bay Area, reducing the amount of vehicles on the road, which in turn results in lower commute times, carbon emissions, and stress levels!

Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.

The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.

For these reasons and other, I humbly ask that you consider having the Tri-Valley – San Joaquin Valley Regional Rail Authority recognized as an agency eligible for Measure BB funds (agency hadn't been created when Measure BB was approved). We are also seeking to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project. This will put $400 million in Measure BB funds into the control of the Valley Link Board.

I thank you for your consideration.

Rafael Gonzalez
President/ Field Representative
Laborers' Local 304
(510)581-9600 (office)
(510)432-2827 (mobile)

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Livermore Amador Valley
TRANSIT AUTHORITY

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

David G. Hudson

Cc: Alameda County Transportation Commission members
Tess Lengye!, ACTC Executive Director

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O. (925) 455-7555 | F. (925) 443-1375
wheelsbus.com

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PLEASANTON CHAMBER of COMMERCE

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I am writing to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to eventually advance rail connectivity to the San Joaquin Valley. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are finally met.

Sincerely,

Steve Van Dorn
President & CEO

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

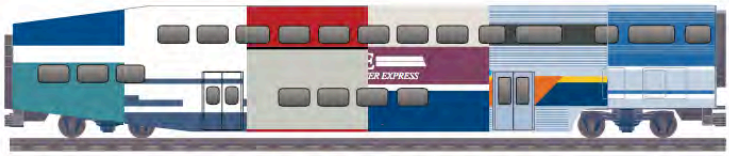
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TRAC
Train Riders Association of California

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Sacramento CA 95814-3516

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www.calrailnews.org
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San Diego County

John Deeter
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Los Angeles County

William F. McGeehan III
Contra Contra County

May 26, 2020
Submitted to:
contact@
alamedactc.org

Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Agenda Item # 8.1, May 28 Meeting
Measure BB Exp. Plan Amendment

Dear Chair Cutter:

The Train Riders Association of California ("TRAC") is a statewide rail advocacy organization that has worked since 1984 to improve passenger rail service in California. TRAC has been involved in passenger rail planning for the Altamont Corridor for at least two decades. We have made presentations to the Valley Link Board and participated in their public meetings.

We write today to urge your Board to defer action on amending the Expenditure Plan for Measure BB until you receive an environmental impact report for Valley Link, which is nearing completion. The Administrative Draft was under review last October, and the Draft EIR is now scheduled for public review in September 2020. TRAC suggests the following reasons for deferral of this agenda item:

1. Without a certified EIR, there is no evidence to support the claim that the proposed Valley Link project will provide meaningful benefits to Alameda County taxpayers. The Commission has a special duty to taxpayers to make an affirmative finding of benefit, under Section 14 of the Expenditure Plan Guidelines:

> **No Expenditures Outside of Alameda County**: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. (emphasis added.)

2. From its inception, this project raised serious questions as to whether BART would be able to handle the additional passengers that Valley Link would transport from the Central Valley. The EIR

should resolve that question. If Valley Link were projected to make overcrowding on BART even worse, that would have serious implications as to whether the project could reasonably be judged as benefitting Alameda County residents.

3. An EIR would determine whether Valley Link would result in the construction of any infrastructure or station that would be inconsistent with the land use-constraining provisions of Alameda County year 2000 Measure D. On a related topic, an EIR will provide information on the Valley Link project's compliance with the County's Gateway Policy.

4. As the largest single capital project in Measure BB, BART to Livermore was the marquee project. Because of that special status, it demands special treatment above and beyond the 2/3 majority required for an amendment. This is not some minor project. Amending the Plan to include this project changes the entire profile of the measure, because the voters never gave their support to the Valley Link project. There is no evidence that the voters of the Tri-Valley, which did not support Measure BB, would support Valley Link.

5. Because Measure BB resulted in financial trade-offs between the Tri-Valley and the North County cities through a reweighting of the basic allocation formula for local streets and roads, the entire Expenditure Plan would need to be reopened to assure fairness for all jurisdictions.

6. Other alternative projects, including several that TRAC has advocated for, would potentially be far more cost-effective in providing the service that Valley Link seeks to offer. In particular, the $1+ billion dollar cost of the I-580 relocation is merely a utility relocation, offering no transportation benefit to taxpayers.

Thank you for considering these comments.

Sincerely yours,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President, TRAC

LAW OFFICES OF JASON A. BEZIS
California State Bar No. 225641
3661-B Mosswood Drive
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(925) 708-7073 jason@bezislaw.com
Attorney for Plaintiffs-Petitioners

IN THE SUPERIOR COURT OF THE STATE OF CALIFORNIA
IN AND FOR THE COUNTY OF ALAMEDA

ALAMEDA COUNTY TAXPAYERS' ASSOCIATION, INC., *et al*., Petitioners and Plaintiffs, vs. TRI-VALLEY-SAN JOAQUIN VALLEY REGIONAL RAIL AUTHORITY *et al.*, Respondents and Defendants.	Case No.: RG21110126 Assigned for all purposes to the Hon. Michael M. Markman Department 14 TRANSCRIPT OF ALAMEDA COUNTY TRANSPORTATION COMMISSION REMOTE MEETING OF MAY 28, 2020 AGENDA ITEM 8.1

Commission Chair Cutter: Thank you so much. Okay, moving right along. We are on Item #8, Planning, Policy, and Legislation committee. The first item would be to approve the Tri-Valley-San Joaquin Valley Regional Rail Authority request. With that, I would like to have the staff presentation. And I know we have a – there we go.

Ms. Lengyel: Madame Chair, I'll go ahead and start off. This is the initiation of a multi-step process for a request for 2024 amendment in accordance with the implementation –

Vice-Chair Bauters: I don't – you're not near the microphone or something. It's very hard to year you. I don't know if anyone else is having that problem.

Commission Chair Cutter: Yes. We're having a little trouble hearing you.

Vice-Chair Bauters: Very faint.

Staff: Okay.

Commission Chair Cutter: There we go.

Ms. Lengyel: Can you hear me better now?

Vice-Chair Bauters: Uhhh –

Commission Chair Cutter: Okay. Start talking and we'll tell you.

Ms. Lengyel: Let me put on a headset and then hopefully, you can hear me better that way. Are you able to hear me now?

Commission Chair Cutter: Let's hear your outside voice.

Ms. Lengyel: I'll use my outside voice.

Commission Chair Cutter: There you go.

Ms. Lengyel: Okay. Hopefully that works better.

So this is an action item. It came to you unanimously approved by the Planning Policy And Legislation Committee earlier this month. It is an item To Initiate The Multi-Step Process For A Transportation Expenditure Plan Amendment and the amendment request came in in September from the Tri-Valley San Joaquin Valley

Regional Rail Authority, a public agency created in 2017 by state law. Following that request, Alameda CTC staff did extensive assessment and had several workshops with the staff at the Tri-Valley San Joaquin Regional Rail Authority to assess the impacts and implications of the project on I-580. So in January through March, we had changed in leadership at Alameda CTC. We were intending to bring this item in April but the COVID hit and now, here we are in May to initiate the process. Next slide please

Next slide. So today, what I'd like to do is go over some background on the existing project in the 2014 Transportation Expenditure Plan, share with you a bit about the creation of the Tri-Valley San Joaquin Rail Authority and go over the Substitute Rail Project and then we'll have a project briefing by Michael Tree, who's the executive director of the Tri-Valley San Joaquin Valley Regional Rail Authority, and then I'll go over in detail what the proposed amendment is, including the proposed language and the amendment process, and we'll talk about the next steps. Next slide.

So as I mentioned, the Tri-Valley San Joaquin Valley Regional Rail Authority as a public agency under their authorizing statutes of legislation has requested the Amendment to the 2014 Transportation Expenditure Plan. Today's action is to immediate a 45-day comment period and I will go into more detail at the end of the PowerPoint about that comment period in timeline for the proposed amendment.

What I'd like to do now is turn it over to Caroline Clevenger, who's our Deputy Executive Director of Planning and Policy, and she can give you a little bit of history about the project and then we'll move into a presentation of what specifically the project is by Michael Tree. Caroline?

Ms. Clevenger: Thank you, Tess. Good afternoon, Commissioners. Rail service and connectivity in the Tri-Valley has been under discussion for a very long time. The BART to Livermore Project has been included in the Alameda County-wide Transportation Plan for a number of cycles, as well as in the 2007 Regional Rail Plan. Planning and environmental phases for the project is included in the current Regional

Transportation Plan and the Valley Link Project is being considered for the Regional Transportation Plan, Plan Bay Area 2050, that is currently under development, and it was recently amended into the San Joaquin County Regional Transportation Plan and Sustainable Community Strategy. In addition, in 2018, the State Rail Plan identified a Tri-Valley rail hub and increased service frequencies connecting the Bay Area and the Central Valley as a key priority for the future state rail network. In addition, cities in Alameda County have been doing local land use planning and focus growth planning work around potential stations, including Livermore, which completed the Isabel Neighborhood Specific Plan in 2018. Next slide, please.

Voters across the county have made long standing commitments that include funding for transit in the Tri-Valley dating back to the 1986 Measure B and the 2000 Expenditure Plans, which included funding for rail, and the 2014 Measure BB Expenditure Plan that included $400 million for BART to Livermore and is the focus of today's discussion. In additional, Regional Measures One and Three which were approved by voters throughout the region, included funding some of which BART and now the Tri-Valley San Joaquin Valley Regional Rail Authority have used to advance the initial phases of project development. Next slide, please.

As many of you know, BART was for a long time the lead on the project, and they last briefed the Commission on the project in June of 2018. As early as the 1980s, BART purchased sites near 580 at Isabel and Greenville to preserve land for future extensions or facilities. Between 2010 and 2018, BART advanced a significant amount of planning and environmental work. They evaluated a number of station sites and alignments as well as different rail technologies and an express bus alternative. That work culminated in May 2018 certification of a project-level EIR by the BART board. After extensive discussions and debate, the BART board finalized the EIR without selection of a preferred project to advance. Next slide, please.

In 2017, as Tess mentioned, the legislature approved a AB 758 which created the Tri-Valley San Joaquin Valley Regional Rail Authority for the purposes of planning, developing and delivering cost effective and responsive transit connectivity in the Tri-Valley and San Joaquin County. When the BART board voted to not advance the project, the Authority assumed responsibility to advance the project as defined by AB 758. The Authority utilized the significant amount of previous work had been completed BART as well as by ACE as part of the ACEForward planning and environmental work to jumpstart their work and Michael Tree, the executive director the Authority, is with us today to provide an overview of the Valley Link Project. Michael.

Mr. Tree: Alright. Good afternoon. Everybody hear me okay?

Commission Chair Cutter: Yes, we can. Thank you.

Mr. Tree: Great. Listen, it's a pleasure to be with to talk about Valley Link. The first slide I have is a photo taken of the 580. It's traffic that's growing into the Tri-Valley where it's joined by the traffic from Livermore and then off into a more central part of the Bay Area and Oakland into San Francisco. Of course, you know the picture is pre-COVID-19, but as you've been reading in the media and even hearing about today, the traffic and congestion are expected to return in the near future. I think – you know, I think what's important to note about the congestion is that these are Bay Area workers. You know, these are your teachers, your healthcare workers, your police officers, your fire department personnel that are really struggling to get to work and are facing real impacts both individually and with the families. But as well, I think it's about the economy. You'll note in the first two lanes of traffic on the right hand side of the picture that it's all truck traffic and it's basically going, the majority of it, to and from the port of Oakland and it's crawling at a – you know, its speed is at a crawl. Next slide.

On this slide provided by the Bay Area Council Economic Institute, you can see that there's three primary commute sheds into the Bay Area. You note that the commute from the northern San Joaquin Valley is certainly the largest. In fact, it's more

than twice the volume of the other two commute sheds and the congestion is also growing at a higher rate from the northern San Joaquin Valley. An update to the slide's coming soon and it will show that the commute shed for northern San Joaquin Valley is now approaching 100,000 commuters a day. Next slide.

Slide 11 illustrates why the congestion in the 580 is so great and, in short, in times of prosperity, which we hope will return – it's important to all of us – that the Bay Area is generating approximately eight jobs for every housing unit constructed and that equates to unstable housing costs for Bay Area workers. In fact, housing prices for comparable homes are approximately three times higher in the Bay Area than in the northern San Joaquin Valley and that that leads to an increase in commuters and congestion on that 580. In fact, according to the Bay Area Council Economic Institute, traffic on the 580 that you just saw will increase 75 percent before 2040 and freight movement, according to Caltrans, will increase 60 percent on that corridor in the same time. Next slide.

As mentioned by Carolyn earlier and Tess in the presentation, AB 758 established the Tri-Valley San Joaquin Valley Regional Rail Authority. The 15 member agency features, you know, a real effective balance of policymakers from both sides of the Altamont Corridor to plan and construct the passenger rail service that will connect the northern San Joaquin Valley with the BART system, including connections with the ACE trains. Of course, you'd recognize certainly in the upper left Board Chair Supervisor Scott Haggerty and also you would certainly recognize Board Member Mayor John Marchand and certainly having a lot to do with the Valley Link, as well as Mayor Thorne and Mayor Haubert in their support and endorsement of the project. Next slide.

So here's a great snapshot of the Valley Link Passenger Rail Project. The first phase is from the Dublin-Pleasanton BART station and extends to the planned Ace North Lathrop station. A second phase extends the train system to Stockton. As noted on the map, Valley Link connects with BART, the Dublin-Pleasanton BART station, and

with ACE trains at the Greenville station and the planned ACE North Lathrop stations. The first phase is 42 miles long and features seven stations, and you can conveniently break up the first phase of the Valley Link System in the three rights-of-way, all of which are on current transportation corridors. The first section is from the Dublin-Pleasanton BART station to Greenville Station, which is just short of the Altamont Corridor. Within this 11-1/2 mile section, Valley Link travels at grade within the 580 medium. The second section is the Altamont corridor from Greenville to the Mountain House station. In this section, Valley Link operates on the former Southern Pacific Railroad right of away, which interestingly was part of the original transcontinental railroad right of away and is now owned by the County of Alameda. The third section is from Mountain House station to the planned ACE North Lathrop station, and in this section the train is traveling in the Union Pacific Railroad right-of-way. Per the feasibility report, Valley Link will carry between 26 and 28,000 rides a day by 2040, save 33,000 tons of greenhouse gas emissions a year in 2040. Next slide.

So this slide is from State Rail Plan. Improving statewide connectivity with rail is a high priority of the state and as you can see on the inset of the Bay Area on the slide, Valley Link closes critical transit gaps by connecting two designated state rail hubs: the Stockton Hub and the Tri-Valley Hub, located with the Dublin Pleasanton BART station. And Valley Link also provides early connection to high-speed rail as it connects with ACE which then connects with high-speed rail in Merced or is planned with high-speed rail in Merced. Next slide.

Here you can see the travel times between the seven Valley Link stations in Phase One. These travel times were calculated as part of the feasibility report and are competitive with commuter travel times on a normal commuter day. Of note is we've been doing additional operations modeling during the environmental work for Valley Link and have bettered these times by 10 minutes by improving the location and the length of the passing lines that are used by Valley Link. Next slide.

So slide 16 shows the headways of Valley Link. In short, headways of the frequency of the trains arriving at the stations. In the Tri-Valley, in Livermore, the trains will arrive every 12 minutes in the peak and every 30 minutes in the off-peak, and that's BART-like service, which is important for the residents in Livermore. And beyond Livermore, the trains will arrive at stations every 24 minutes in the peak and every 60 minutes in the off-peak. Next slide.

So here's an illustration of the train technology that was selected by the Valley Link board. It's a multiple unit train which looks very similar to eBART. These trains can travel at nearly 100 mph and the Authority is working towards zero emission trains. So these would be trains similar to the multiple-unit train you see in the picture, but powered by electricity through catenary lines in the Altamont Corridor to power the train and charge battery packs that will then power the train in Tri-Valley and northern San Joaquin Valley portions of Phase One. Next slide.

So the Board has spent a lot of time partnering with the communities within the Valley Link service area. We got lots of public meetings and discussions with policymakers and others, community partners in regard to developing the Valley Link stations. Several of the seven stations in Phase One offer really excellent transit-oriented development opportunities. Livermore's a great example with the Isabel Neighborhood Specific Plan expected to feature nearly 4000 housing units within a half-mile of the Isabel station. And another station in Livermore being studied in the EIR cleared at a project-level is the South Front Station, which similarly could offer an additional 4000 homes within a half-mile of that station.

So these stations are either in MTC's Priority Development Area or are being considered a Priority Development Area. And just quickly, that TOD opportunity really goes beyond Livermore. The train system really is becoming a catalyst for transit-oriented development in the San Joaquin Valley which is sorely needed for the Tri-Valley to have a backbone of the Valley Link system where they can organize development. In

downtown Tracy, for example, the city is undergoing transit-oriented development study or planning currently where they anticipate adding between 3500 and 4000 housing units within a half-mile of their station and almost that exact number is being developed for the River Islands development next to the train station that's scheduled for River Islands. Next slide.

So speaking, you know, of TOD potential, the Valley Link Board adopted a transit-oriented development policy in December of 2019 and it requires station area plans include zoning, design standards, parking policies, and station access plans. It mirrors MTC's TOD policy in that the Valley Link Plan holds that stations in the area, the planning area, must provide a corridor level threshold of 2200 housing units within a half-mile of the radius of the stations. Next slide.

Slide 20 is really about station access. It has been a big topic as well as we've met with community in many events and outreach opportunities. The board is working with local transit agencies to include feeder bus service into stations, to include complementary paratransit service, as well as even Shared Autonomous Vehicle technology. You'll see the SAV in the lower right of the pictures. That's actually a Shared Autonomous Vehicle that is being tested by Livermore Amador Valley Transit Authority and under the leadership of Supervisor Haggerty. That project is moving forward with AQMD funding as well as MTC funding. And then, I'd be remiss, certainly, if we didn't note that lots of bike and pad opportunities are being planned for the stations as first-last mile into the Valley Link Project.

So this slide is about sustainability. The Board very quickly, as they were organized, set a goal to be a hundred percent self-sufficient. That happens through the zero emission trains that are being planned into the project. It also happens through a large solar farm that's being planned on 200 acres where the O&M facility is located so that that facility can be powered by solar as well as solar opportunities in individual stations. And so, you know, the Agency is well on its way to that goal. Next slide.

So here's a look at the cost of the project in year of expenditure and also the funds that have been identified for the project. In current year dollars, the year of expenditure dollars that are noted there are $1.88 billion to $2.5 billion. Again, you'll note the $400 million that's available from Measure BB that this agenda item Is concerning. I think before we leave this sliding would be important to note that certainly transportation sales taxes are being planned in both the Bay Area with the Faster Bay Area and also in San Joaquin County, both now looking for November of 2022 as dates to go to the voters. And this, combined with state and federal funding sources, will be used to complete the project and provide operations and maintenance funding for Valley Link. Next slide.

So just two more slides here. I certainly couldn't get away without – in this in this presentation without noting important project partners. Alameda CTC is certainly one of the most important partners as we work on the 580 to build Valley Link up the median. Certainly Tess and her staff have been wonderful to work with and they are helping us with the design and also all the with the design and the and also the delivery of relocating the managed lanes. Other partners certainly is Caltrans in the widening of the 580 MTC and San Joaquin Council of Governments and ANCTC are important for funding and project delivery. CalSTA is very interested in this project as noted it helps for strong link of connectivity in the State Rail Plan. BART has been fantastic to work with. We've been working very closely to make sure that the Valley Link BART connection that will take place at the Dublin Pleasanton BART station is easy and convenient and well-constructed. San Joaquin Regional Rail Commission who operates ACE been very important in the connections and the station designs, and then certainly the Union Pacific has been helpful as we look to operate within the Union Pacific right-of-way in the San Joaquin section. Next slide.

And so this is the last slide for today. It's the project schedule. As noted, the information in my presentation is primarily come through the information that

feasibility report which was released in October of 2019 and it's available on the home page of the valleylinkrail.com website. The Valley Link EIR will be out for public comment towards the end of 2020 and we're anticipating that the Board will consider certifying and adopting the Valley Link Project by the end of 2020. And NEPA and 30% design will be completed in 2021, which sets up final design on this project really in like 2021 to early 2022. And so, you know, if everything goes about as well as can be expected we're working hard to be able to test trains in the latter part of 2027 begin revenue service sometime in 2028. So that completes my presentation and really the update on Valley Link and I'll turn it back over to Tess or Caroline and be available certainly for any answers you might have at the end of the presentation..

Ms. Lengyel: Thank you Michael. I'll take this now so you heard about the project and so I wanted to share a for a moment about what the TEP amendment process is. And this is a process that is detailed in the implementing guidelines of the 2014 Transportation Expenditure Plan. Any amendment to the plan does require a 2/3 vote by the Commissioners and before you actually act on this item, I'm going to have Zach Wasserman at the end of this presentation talk a little bit about what specifically that means. It requires a 2/3rds vote to initiate the 45-day period. And the Transportation Expenditure Plan implementing guidelines note that there is a 45-day comment period for jurisdictions in Alameda County to comment on the proposed amendment. Public comments can be made either at those jurisdictions or at future – today's meetings and future readings of Alameda CTC. So once that 45-day jurisdictional comment period happens, Staff will return to the Commission and we'll take all of the comments that we've received, we'll document all of those, we'll include them in a format where you can see the comments and the response to comment, and then we'll bring a recommendation to the Commission after that 45-day. And that will be in the fall time frame. Next slide.

For any project that is amended into the Transportation Expenditure Plan, it will have to adhere to all of the implementing guidelines just like all the other projects. To any sort of new project sponsor, similar to all the other projects including strict project deadlines. Each project in the implementing guidelines is given a period of seven years to receive environmental clearance and have a full funding plan for the project. That was included in the TEP because most of the projects that go into the Transportation Expenditure Plan have not cleared environmental clearance and so if this is amended, the initiation date of the seven-year period would be upon the actual Final amendment by the Commission. Commitments from fund recipients means that we would have to enter into an agreement, a Master Funding Agreement, and all the roles and responsibilities of a new agency such as the Tri-Valley San Joaquin Valley Regional Rail Authority would have to enter into all of the same funding commitments as all of our other project sponsors in Alameda County. That includes responsibilities for the sales tax, expenditures and hiring requirements and reporting requirements. No expenditures are allowed outside of Alameda County.

So next slide talks a little bit about what the very specific amendment request is that was submitted by the Tri-Valley San Joaquin Valley Regional Rail Authority. One is to acknowledge the Tri-Valley San Joaquin Valley Regional Rail Authority as a new agency eligible for Measure BB funds. This specific amendment requests is solely on the next two items. One is to remove the BART to Livermore Project as a named capital project and add the Valley Link Project as a named Capital Project for the $400 million, so that it could fulfill the rail connectivity that was in the 2014 Transportation Expenditure Plan in the Tri-Valley. This change would require some technical adjustments such as maps and tables throughout the Expenditure Plan. And those are shown in attachment C/seen. This slide is a slide that shows what the actual proposed language changes are for the addition of the Valley Link Project in Alameda County. You can see that red denotes language removed and blue denotes new language

added. So you can see the new language added is the name of the Valley Link Rail in Alameda County and it shows the first phase of an extension from the double Pleasanton BART station within the Tri-Valley and Altamont Pass. It further clarifies that the funds are for construction and only in Alameda County, and that all funding commitments must be identified and approved for any initial operating segment that most effectively means the adopted project goals. This project would be required to go through specific environmental clearance. And look at alternatives as part of the environmental process and the project must ultimately be consistent with the mandates, policies of local regional agencies that have jurisdiction over the environmental process as well as the project development process. Next slide. This simply shows the language of the incorporation of the blue additions. Next slide, please.

At the Planning Policy and Legislative Committee, there were several letters that were received and these are included in Attachment E in your packet and they are noted here. In addition, it was noted on the agenda for today's meeting that any written comments needed to have been received by 5:00 PM as of yesterday, and you did receive an e-mail out from Vanessa Lee earlier today, Attachment F, which includes all the additional letters that have been submitted to you as a Commission as you consider this item. Next slide, please.

So the recommendation today, as I mentioned before, came to you unanimously approved from the Planning Policy Legislation Committee and the recommendation is to initiate a 45-day comment period by the jurisdictions and after that comment period, we would come back to the Commission for any final action. So today's action requires 2/3rds approval here at the Commission meeting today to initiate the comment period and then you would need another vote when we come back in the fall to actually amend the plan. And with that, I'd like to ask Zach to just make sure that we have full clarification of what the 2/3rds of approval requirement is for this item and after that, we'd be happy to answer any questions.

Mr. Wasserman: Good afternoon all. Hi, this is Zack Wasserman and I'm General Counsel for the Alameda County Transportation Commission. The administrative code changes that you approved earlier in this meeting state clearly that the amendments to the 2014 TEP require 2/3rds of the Commission's authorized vote, which is the weighted vote of the members present at the time of the event. So it's 2/3rds by weighted vote of the members present today. That will be the same requirement when it returns to you, if you do approve this, in the fall for the final approval which you will make after considering the comments from the jurisdictions and any comments from the public. I'm happy to answer any questions .

Commission Chair Cutter: Okay. Thank you. So we have a lot leading up to that. I would like to – in looking at public comments, I don't think that there's any questions for you, Zach, as one of **Commissioners have had this handout and I acknowledge that and [1:24]** I'll call on him first after we get through with our public comment. So it looks like we do have at least two hands up, if Vanessa would like to call on them.

Ms. Lee: Yes, we have three hands raised currently. The first one is a 925-962-9643.

Mr. Bezis: Yes, good afternoon. Can you hear me?

Commission Chair Cutter: Yes.

Mr. Bezis: You can hear me?

Commission Chair Cutter: Yes.

Mr. Bezis: Good afternoon. My name is Jason Bezis and I'm calling, first of all. to find out if the letter that I submitted about 12:30 this afternoon has been received and distributed.

Commission Chair Cutter: Okay. Go on with your comments and I'll answer that at the end of your comments.

Mr. Bezis: Okay. Well, I'd like to say I don't know when my time's going to begin but I want to say just up front that I would like, despite the deadline yesterday, that's unusual. If someone comes into meeting they can usually count over letters, so I want to make sure that any public comments are included into the record and are distributed, maybe posted to the website or whatever it is that you did for the comments that were received, because there is no ability for anyone to hand you letters or anything – written communications, unlike a regular meeting.

Commission Chair Cutter: OK. Thank you. I am trying to go back and forth. I would ask – your comment period – could you freeze the countdown yet?. Thank you.

Mr. Bezis: And then I'm sorry. I'm sorry, what? What was that? I don't think my 3 minutes have begun yet, but OK, go ahead.

Commission Chair Cutter: So Vanessa, can you verify whether his comments were received or not and then he can continue with his two minutes of comment period?

Ms. Lee: Sure. We actually did receive a letter from Mr. Bezis. It was received after the 5:00 PM deadline, and I'm going to summarize that comment, the information in the letter, from once we get to that portion.

Commission Chair Cutter: OK, great.

Mr. Bezis: Ok, that's very good.

[Both talk at once.]

Commission Chair Cutter: Go ahead Mr. Bezis.

Mr. Bezis: Okay, and how much time? Is it three minutes or two minutes?

Commission Chair Cutter: Right now you have a one minute and 58 seconds left.

Mr. Bezis: Okay. I didn't realize that was going against my time. What is the time that's allocated for the – ?

Commission Chair Cutter: Three minutes.

Mr. Bezis: Okay. I was not aware that that there's – this is housekeeping in the front dealing with the COVID-19 issues up front. So can we phrase again how much time I have?

Commission Chair Cutter: OK, so now you're down to one minute. I'm going to count –

Mr. Bezis: OK, I'm going to have to object that this is a due process issue here about the –

Commission Chair Cutter: Mr. Bezis? Excuse me, Mr. Bezis.

Mr. Bezis: –during this COVID-19.

Commission Chair Cutter: Mr. Bezis, If you will stop talking for a moment I will figure this problem out. Alright? So Vanessa, can you restarted it at three minutes please. And now, Mr. Bezis, are you're aware that you're going to start at three minutes, right?

Mr. Bezis: Very good. Okay. Okay. Very good. Yes, thank you. Thank you. I'll try to use the little less of that. We'll see what happens. Basically I'm concerned on behalf of other Alameda County – part of Albany County Concerned Citizens who are opposed to this TEP amendment. This is a $400 million revision of the largest capital item in Measure BB. So this is a drastic change. This is an epic bait and switch against Alameda County voters while they're being distracted by a global state of emergency. My letter goes on to state that this is a major change. The voters were told back in 2014 in Measure BB that this would be funding BART to Western Livermore to Isabel Ave, but this amendment chooses this Valley Link Project and says it will go out in the Altamont Pass, which is way past Livermore and way into unpopulated area of the county. And so the concern is that, you know, it's going to be used for the benefit of San Joaquin Valley

residents and taxpayers, and not for the benefit of Alameda County, because I don't think there's going to be a station out in Altamont Pass and there's no one who lives out there. And so with such, you know – this needs – and also once you're dealing with this issue of reopening this $400 million, this raises the overall geographic equity provisions that you see in implementing guidelines #12 and #13 of the of the transportation – of Measure BB. And it raises questions if there's another trade off between this this money for this 400 million and the Tri-Valley. They gave extra local street and road funding to the North County cities and if this funding is going to be building a railroad right in Altamont Pass, that doesn't benefit to Tri-Valley. And if it argues benefiting the entire county, then you need to revisit these other funding formulas as part of this process. It's a drastic revision. There are many alternatives that should be considered. Everyone was talking about TBART about 20 years ago. The companion to EBART in Contra Costa. Why isn't TBART being considered? And TBART actually was cheaper. I believe that ran on the railway corridor and used, you know, the Iron Horse Trail corridor to get up to the Dublin-Pleasanton BART station – also the big issue, too, about the I -580 median. That's going to cost a lot of money to dig up the toll lanes, hot lanes that were just built. And you're going to – and so that's like another waste right there and there are issues too about whether it's even a right-of-way there to – that Caltrans has to accommodate the everything. I mean I was told in the public hearing 17 years ago, there's not enough right away to – you have a rail in the median and hot lanes you and an express bus options should be considered just like was considered back in 2003 with the I-580 widening. So that's one of my concerns. And I also think we should look to – at the people the Tri-Valley were not very supportive of measure BB. It didn't even get a majority in Livermore. They've been told they're going to get BART over and over again. They keep raising their taxes there, they don't get BART. And here, yet again, the people of Alameda County will subsidize a railroad in the middle of Altamont Pass, which is not benefiting Alameda County.

Commission Chair Cutter: Thank you for your comments, Mr. Bezis. I'll look forward to also if this does go to the comment period to making sure that your letter is incorporate in those comments. And with that, the next speaker, please.

Ms. Lee: The next public comment we have is John McPartland.

Director McPartland, you're going to have to go ahead and unmute yours.

Director McPartland: Can you hear me?

Ms. Lee: Yes, you can hear you now.

Director McPartland. Alright. As Board Director and member of the Tri-Valley Central Team, Valley Regional Rail Authority and representative for the municipalities, residents and taxpayers of the Tri-Valley area on the Highway 580 corridor, I support this Transportation Expenditure Plan Amendment proposal and I have provided all Commissioners with a detailed letter to this effect, and if I may, I'll continue to speak to help defuse the anxiety of the previous speaker. The amount of money for that $400 million that that will recover if this proposal is successful will, in effect, be used just between the existing East BART station in Dublin-Pleasanton and go towards the extension of rail transportation into Livermore at the previous location that it was identified for. It will not end up being expanded all the way to San Joaquin.

Thank you very much for your time and that extension of this from the existing March station to Isabel. Thank you very much for your time and I look forward to the results.

Commission Chair Cutter: Thank you for your comments.

Ms. Lee: `The next comment is by Pat Pairis of the Sierra Club.

Ms. Pairis: Can you hear me?

Commission Chair Cutter: Yes, we can. Thank you.

Ms. Pairis: Sometimes technology works. OK, thank you. This is Pat Pairis speaking on behalf of the Sierra Club and our more than 13,000 members who vote in Alameda County. The Sierra Club incorporates by reference our letter submitted [BTL

1:32:45] committee earlier this month, which is in your packet. We urge that all of the requested actions regarding Valley Link be deferred until there's much more information available as to the truth, usability, and impacts of the requests. However, assuming that the Commission will decide to proceed today anyway, we urge and request that all of the questions and concerns raised by the Sierra Club and other commenters need to please be fully responded to well in advance of the end of the 45-day comment period. Jurisdictions and other interested parties deserve the courtesy and due diligence to be able to comment from an informed perspective. We request that this added to any motions today.

There's no reason to rush into these actions. Even your earlier budget agenda item and every respected economic forecast makes, it's going to be years before we have any true recovery from the pandemic. We're concerned that your slide #30 about comment letters received by PPLC continues to ignore a significant implementing guideline in the TEP, #22, which clearly identifies there is no entitlement for either a rail project or for the Tri-Valley area of the money that's no longer needed BART to Livermore. However. the money can, when it's actually available, be used for any transportation project anywhere in the county. So one example would be to pay for all the all the BART fair gate retrofits in Alameda County and by a significant back payment on the zero mission bus fleet that carbon [no sound] is required. There's so many options and none of them are being even considered at this point. We – even the issue of making Valley Link as a new recipient needs to identify what impact it has on the existing trans- **[no sound] fees.** So there is also a significant issue as that this proposal would impact compliance with SB 375 and interregional commutes and MTC settlement agreement with the Building Industry Association. So thank you and I'm available for any questions.

Commission Chair Cutter: Alright, thank you Miss Paris for your comments. The next speaker, please, Vanessa.

Ms. Lee: We have one last public comment by phone number 510-208-5441. Can you please state your name for the record?

Mr. Carson: Yes, my name is Gerald Carson or Clawson. Can you hear me?

Commission Chair Cutter: Yes, we can.

Ms. Lee: Thank you.

Mr. Carson: First I just wanted to give you a little bit of his-, well a lot of you know it, but I want to repeat some history there about what was in people's minds when the idea of extending BART service out to Livermore was and that was basically that it was – remember they voted for the original BART system, but there were a lot of people felt that they didn't get an adequate return on their investment.

Now Livermore is a spread out community that spreads out to the south and it's 82,000 residents and those people really don't have very good access to date to the East Dublin station, partly because of parking restrictions and the weak bus system that doesn't really give you a decent alternative to driving, and there's not too much room around that station for parking. So that caused the idea of extending BART farther to the east.

But BART board wisely rejected that as being too expensive for the number of passengers it was going to be attracting. We – I'm with the Bay Area Transportation Working Group. I'm the president of that. We feel, and have long felt, that the best way of serving the people of Pleasanton and Livermore is to produce a very efficient bus connection on its own lanes during the peak hours, maybe not all day, but certainly during the peak hours and well-appointed such as the high tech buses are, so that people can be in the heat or whatever it is, they're conveyed comfortably by buses right to the Dublin BART station. This to us, this Valley Link, is a diversion. It is, as has been said before, it is primarily to benefit the people east of the Altamont Pass. It really doesn't do a lot for improving the access of the people of Livermore to BART. So for that reason, we oppose this $400,000 allocation. Thank you.

Commission Chair Cutter: Okay. Thank you so much for your comments, Vanessa. Is that the last public comment we have?

Ms. Lee: That was the last verbal public comment that we have for the day. Yes.

Commission Chair Cutter: OK, would you like to read the others?

Ms. Lee: Sure. There were several written comments submitted for this item, as noted in today's Commission meeting agenda. I'll summarize the comments as follows, in alphabetical order by entity or by group.

The first comment is from the Alameda County Taxpayers Association. They oppose the plan to transfer to transfer $400 million BART funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority. For the present. Alameda CTC must demonstrate that it can plan a viable project by solving the BART to Livermore extension rather than funding a multi-county project. The comment further states that if study of the Project and logical alternative show that Valley Rail is the best option for travel in the I-580 corridor into the Central Valley and is fair to the taxpayers and the traveling public, and it's feasible, then Alameda CTC should consider this $400 billion reallocation at that time.

The next comment is from BART General Manager Robert Powell. He states that BART staff has been engaged with the Tri-Valley-San Joaquin Valley Regional Rail Authority throughout project feasibility and initial design and environmental assessments of the proposed Valley Link Project. BART supports the action to begin the public comment period for the amendment to the TEP naming the Tri-Valley-San Joaquin Valley Regional Rail Authority as an eligible recipient of Measure BB funds and specifically naming the Valley Link Project in place of BART to Livermore.

Next comment is from Jim Wunderman who writes on behalf of the Bay Area Council to support the approval of the request to initiate an amendment to the 2014

Measure BB Transportation Expenditure Plan for Valley Link. Valley Link will support the advancement of transit-oriented development adjacent to its stations which will further reduce BMT and greenhouse emissions and will benefit the entire Tri-Valley by reducing traffic over the Altamont pass and through the 580-680 corridor.

1:40:12

The next comment is from Andreas Culver who's the secretary/treasurer of the Alameda County Building and Construction Trade Council. The Council supports the staff recommendation. The comment further notes that Valley Link is a high priority project that will benefit the environment and economy and the quality of life and residents, and the Bay Area workers.

The next comment is from Ronald Gerhard, Chancellor of the Chabot-Los Positas Community College District. They write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority's request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan. The district urges approval of the Authority's request for a 2014 Measure BB Transportation Plan Amendment. The action will ensure that the vital project moves forward and that commitments to the Tri-Valley are at long last met.

Linda Smith, city manager of the city of Dublin writes, to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580-680 corridor and the city of Dublin urges approval of the request for 2014 Measure BB Transportation Expenditure Plan amendment.

John Marchand, on behalf of the city of Livermore, writes to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan. The action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail

connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART from many decades.

Nelson Fialho, City Manager of the city of Pleasanton writes to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan and urges approval of the request, which will provide environmental benefits, encourage smart growth, and ensure that commitments to the Tri-Valley are at long last met.

Tim Sobrante on behalf of the business and civil civic leaders who comprise the Innovation Tri-Valley Leadership Group urges support of staff recommendation and the unanimous decision from PPLC to amend the Measure BB Transportation Expenditure Plan and replace BART to Livermore Project with the Valley Link Project. The comment further states that amending the Measure BB Transportation Expenditure Plan to provide $400 million is extremely important at this time so that the Authority can leverage local funds with state, federal, and private funding to compete for the much needed project.

Rafael Gonzales, on behalf of Laborers Local 305, writes in support of the Valley Link Project and the proposed funding of the project. As a representative of thousands of workers who commute from the Central Valley to the Bay Area, and as someone who does that same commute, the comment author can attest to the importance of Valley Link rail system. The comments further request that the Tri-Valley-San Joaquin Valley Regional Rail Authority be recognized as an agency eligible for Measure BB funds and seeks to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore Project with the Valley Link Project.

David Haubert, on behalf of the Livermore Amador Valley Transit Authority.

Commission Chair Cutter: [unintelligible:

Ms. Lee: David Haubert, on behalf of the Livermore Amador Valley Transit Authority writes, to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority's request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan and urges approval of the Authority's request for a 2014 measure BB Transportation Expenditure Plan amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are at long last met.

Steven Dorn, President and CEO of the Pleasanton Chamber of Commerce, writes to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan. The comment states that after many decades of study, it will assure that residents will finally benefit from the taxes they have paid to BART many decades, and urges approval of the Authority's request for a 2014 Measure BB Transportation Expenditure Plan amendment.

David Schonbrunn, President of the Train Riders Association of California, writes to urge the Commission to defer action on amending the Expenditure Plan for Measure BB until Alameda CTC receives an environmental impact report for Valley Link. The comment further states that in EIR would provide the evidence to confirm that the Valley Link Project will provide meaningful benefits to Alameda County taxpayers as required by the Expenditure Plan guidelines, and would determine whether Valley Link would result in the construction of any infrastructure station that would be inconsistent with the land use constraining provisions of Alameda County. TRAC believes that alternative projects would be more cost effective.

We also received letters submitted from BART Director McPartland, which he's already summarized in his comment.

We also received a letter from Gerald Coffin, President and Co-founder of the Bay Area Transportation Working Group, which he is also already summarized

verbally and after the deadline date, we did receive a letter from Mr. Bezis and he's already summarized his comments as well.

That concludes our public comment.

Commission Chair Cutter: Alright, thank you. That was a lot of work. Thank you very much for keeping track and doing such a fine job doing it. We do have Commission member comments and with that, I'd like to ask not to make a motion until we can get through most of our comments, please. So with that, the first hand I saw was Commissioner Haubert, please. And if you –

Commissioner Haubert: Thank you very much. Yeah, thank you very much. First, I would like to commend staff for doing such a wonderful presentation, well-prepared, well thought out, articulately delivered and this is undoubtedly a very large and complex project which I am glad to fully support. I'd like to summarize my thoughts by saying, first of all, this is a very long established project that's been on the books for a long time. It's been coordinated with local effort and over 50 years of tax paid locally by the residents of the Tri-Valley, it's also a much needed project. Growth is expected to continue. The Bay Area is a very popular place to be. We are going to continue to be one of the world's largest economies and traffic will be continued to funnel through the 580. Lastly, to make everyone aware, remind everyone, these indeed are our people. They may live in San Joaquin, but they come and work and serve in our community. They are our police, our teachers, our firefighters. This is the corridor that moves our goods from the port of Oakland to the rest of California and the rest of the world. This project directly serves Alameda County tremendously.

It's the right thing to do. I've always supported transit-oriented development, smart growth. Lastly, this is not final approval but rather a 45-day comment period, so I look forward to hearing from everyone in the community what they would bring to us during that time frame and I would urge a unanimous support by my

colleagues on the Transportation Commission. If and when we're ready to make that motion, I'd be happy to do that, but I will refrain at this point. Thank you.

Commission Chair Cutter: Okay. Thank you so much. And next ,we have Commissioner Pilch, please.

Commissioner Pilch: Thank you. We're running up against time. I'll have to leave at 4:00, so I do not know if I'll be able to vote. By the way, Commissioner Kavanaugh is experiencing some technical difficulties, so behind the scenes, if folks can look into that, that would be great. I had some concerns that I expressed in the committee meeting. I'll try to quickly summarize those there and move on.

The placement of stations. I'd prefer that stations be placed more where there's existing density, rather than building new around new stations, but transit-oriented development is important. I have a concern about the new Transit Agency. Supervisor Haggerty expressed the idea that another agency besides this agency could actually run the rail. That would be great, but I wonder which agency would, if we actually have an agency that is expressing interest in in running that. And finally, for my concerns, I'm worried that this will bring more commuters, and it will encourage more long commutes and to the extent we can remove cars permanently and put those people on the rail permanently, that's great; but if we'll just get more people in cars as well as more people on the rail for long commutes, I'm concerned about that.

That said, I'm in favor of rail infrastructure. I think a good rail infrastructure is important. To the extent that this moves freight, that would be important or that it could move phrase that would be important. And what I've heard about the sustainability would be very important to my consideration of this project, that it be electric trains and that we encourage electric or zero-emission last mile alternatives to the stations or support them would be very important to my vote. And then finally, as someone pointed out, this is a vote to authorize a 45-day comment period. So if I get to vote, I would vote yes to authorize the comment period, and urge that we send the – make

sure that we communicate widely to solicit comments on this project. Thank you very much. That's it.

Commission Chair Cutter: Okay. Thank you so much and Commissioner Vella, please.

Commissioner Vella: Thank you, Madame Chair. Two questions for Mr. Tree. Is he there?

Commission Chair Cutter: I'm sorry. What did you – is who there?

Commissioner Vella: The gentleman that made the presentation.

Vice chair Bauters: Michael Tree. You're –

Commission Chair Cutter: Michael Tree.

Mr. Tree: Yep. I'm here.

Commission Chair Cutter: Okay, thank you.

Commissioner Vella: Mr. Tree, how many miles of rail in Alameda County and how many miles of rail in San Joaquin County?

Mr. Tree: You're talking about it in relation to the Valley Link Project, how many miles if rail?

Commissioner Vella: Yeah, I think we're all talking about the same thing.

Mr. Tree: Yeah, so there's 11-1/2 miles on the 580 section; there's 12-1/2 miles in the Altamont Corridor and there's 17-1/2 miles in the UP section, in the San Joaquin.

Commissioner Vella: And with regard to the San Joaquin Regional Valley Transit Authority, have they undertaken or are they currently undertaking a sales tax measure to help support their share of the project?

Mr. Tree: So similar to what Faster Bay Area is now looking toward San Joaquin Council of Governments is planning and looking at doing a sales tax measure, which include Valley Link in November of 2022.

Commissioner Vella: Good. I'm in favor of going forward with the hearing at this point. Thank you.

Commission Chair Cutter: Okay, thank you. Commissioner Vella. **[Unintelligible comment]**. Commissioner Arreguin.

Commissioner Arreguin: Thank you. I just wanted to clarify the requested action for today, which is to initiate a 45-day comment period on the requested amendment to the Transportation Expenditure Plan for this project. We're not approving the project today. So I'd add I support the action requested, but I actually do support amending the Transportation Expenditure Plan. I just want to state that for the record, because I think this is really replacing a rail project to serve the Tri-Valley with another and in reading the supplemental communications that we received this afternoon from the clerk, which were summarized verbally, I felt that the letter from Tim Sobrante really put things into perspective. You know, it was stated that in the development of Measure BB, that leaders in different geographic parts of the county were consulted about priority projects, and one of the main priority BART to Livermore. We know that the BART board directors sided not to proceed with the development of a project which then shifted the planning focus to this new agency. And ultimately, the goal was to build on the many years of discussion to have a rail connection to serve a greater portion of the Tri-Valley. I believe that this project ensures that the Tri-Valley can have greater access to the transit to address the growing gridlock that is not only harming our planet but is also having a negative impact on our regional economy. And my understanding is that this is funding the Alameda County portion of the project, so to address the concerns that have been expressed that we're spending Alameda County taxpayer dollars to fund a San Joaquin Project, well, this is funding a phase of the project that's going to be in Alameda County.

You know, I do think fundamentally we have to think about the megaregion. We can no longer think about the Bay Area as a nine country region, because increasingly, people are moving outside of the Bay Area due to rising housing

costs and either are moving to Tracy or other communities in San Joaquin Valley or are working in those communities and living in Alameda County. So we have to think about the transportation planning and connectivity on a much bigger scale, so I support the requested action, I support the amendment to the Transportation Expenditure Plan. I think it is clearly, as evidenced by the strong support from business leaders and leaders in the Tri-Valley, this is something that remains a priority and I think this is one way to create jobs at a time when we need to create jobs, when people are unemployed, but also, I think it's an important way to address our climate goals in our regional transportation goals. Thank you.

Commission Chair Cutter: Okay. Thank you so much. Commissioner Saltzman, please.

Commissioner Saltzman: Thank you. I have some questions and comments about timing and funding. So I'm trying to understand, is there an urgency to make this change now, when the project is only identified at most a quarter of the total capital funds needed and as I understand has not identified an operator or any operating funds. Is there some outside decision that hinges on us moving forward today? What is the urgency? Why are we bringing this forward right now with so much uncertainty on this project and I'd like to hear from Tess on that.

Ms. Lengyel: I'll just start off by saying that we've had this request in about eight months ago from the Tri-Valley-San Joaquin Valley Regional Rail Authority and we did a lot of due diligences in looking at the engineering aspects as it relates to the I-580 Corridor. And so over that eight-month period you had a chance to dive into the project. The project is in the early phases, just like many projects that were included in the Transportation Expenditure Plan. Most of the projects in the 2014 Transportation Expenditure Plan did not have full funding and they did not have environmental clearance. The nature of the Transportation Expenditure Plan is to be a down payment to be able to leverage money, and so as this project is moving forward through that

developmental process, this $400 million can be a powerful source of being able to leverage state money, federal money, and also to demonstrate commitment to other counties such as San Joaquin, that there is a strong commitment financially for this project.

I want to be clear that the money, the $400 million that is being requested this amendment, is only for the construction portion of the project. And so the project would have to have its full funding plan put together and those funds committed to before these funds could be used for construction.

Commissioner Saltzman: Thank you. So I do have concerns that we – if we move forward with this, we're going to tie up the $400 million. I understand it's not going to be spent right away and to that point, we're not going to have any jobs right away from this, from changing which project this goes to. And ultimately, the project might not be able to get funded. It hinges on a San Joaquin County measure, tax measure, which seemed really difficult to few months ago and now seems a whole lot harder. Even Faster Bay Area is very uncertain. I think most of us would agree that the process this year was very problematic. We sent, I think unanimously, a letter stating our concerns with the process and it's unclear if that would have moved forward with this year even without the pandemic. So we don't know where that's headed.

So I'm struggling to understand where the funding comes from. So we're going through this process and I just don't think we have a good idea. And again, no operator, no operating funds even if you get past the capital hurdle. Again, I don't understand the urgency. We're talking about potential ballot measures in 2022. So we have quite some time to prove to San Joaquin, to prove to the folks behind Faster. So I just don't understand the urgency.

So I want to ask one more question. If this is approved today and then when it comes back after the 45-day comment period it is approved, what happens in several years if the funding isn't identified? What is the process to undo this? How can

this then be spent and how much of a delay does this then cause to being able to spend this money for something else?

Ms. Lengyel: So this project, as I said during my presentation, will be required to follow all of the implementing guidelines as all of the other projects. If it is amended, it does have a timely use of funds requirement and it includes the environmental clearance and the full funding commitments. If the project is not able to meet either of those deadlines within a seven-year period, they have, according to the Expenditure Plan implementation guidelines, they have the ability to come back for one-year extension authorization by the Commission. If the project is not able to move forward and the project's sponsor determines that it's not able to move forward, then it is up to the Commission ultimately to make a decision about the use of the funds.

I will note that there was a comment about geographic equity and in the development of the Transportation Expenditure Plan, over hundreds of hours of meetings, there was a very delicate and deliberate approach in balancing the funding across the entire counties. So the Commission will have to look at geographic equity in any of its future considerations.

Commissioner Saltzman: Thank you. Today, I'm not going to vote to support this. My vote doesn't have to do with the project and whether it's worthy. It has to do with my concerns about whether there's any possibility to fund this and just based on the timing of when we're making this decision and my vote is not for BART and BART will continue to work very closely with Valley Link and I know that has been a good partnership and I appreciate that. So again, it's not a position of BART and it's really for me as a Commissioner here for the Transportation Commission, trying to be wise with our funding.

Commission Chair Cutter: Okay. Thank you so much. Commissioner Kaplan, please.

Commissioner Kaplan: Thank you very much. And thank you for the presentation and for the project. I did want to ask a question, probably of Tess, so you could redirect if you wanted someone else to answer. What would be the timeline and strategy for how we would do the evaluation of alternatives?

Ms. Lengyel: So the project is required to go through an environmental process and the environmental process that it's going through is twofold, as Michael mentioned. One is going through a CEQA analysis, and secondly, it will go through the federal environmental NEPA process, and it's required to look at alternatives in that environmental process. As Michael said, the environmental document is expected to be released later this year and there are alternatives that are being evaluated as part of that environmental document.

Michael, if you'd like to add anything about the question or alternatives, please do so.

Commissioner Kaplan: And then, I did want to request overtly on the record that I do want to make sure that we get responses on the record to the questions that were submitted by the Sierra Club. So Tess, I wanted to ask you if you would be willing to, you know, help make sure that that happens?

Ms. Lengyel: As directed by the Commission, we can certainly do that.

Commissioner Kaplan: And that those would be provided in time to have them in the advanced packet for when it comes back at the conclusion of the – when it would come back to the Commission, that we would be able to have that.

Ms. Lengyel: Yeah, Commissioner Kaplan, just on that note, certainly responses – so the public has opportunity to comment at the Alameda CTC meetings and then through whatever process each of the jurisdictions who will provide comment use in terms of providing comment to Alameda CTC. So the comments that we receive, we will incorporate into a table, and we will incorporate responses to all of those comments for the Commission, and so you'll see responses prior to your action on a final amendment.

Commissioner Kaplan: Cool, thank you. And could we have the map of the route up again in terms of the slides? I know it requires activating the screen share, but I did just have a question about the phasing and sort of the geographic scope. Will there be sort of a usable first leg prior to the further length? So I think you were describing the first phase as being one that went fairly far. Let's see, we'll get to the map, and in terms of the question of whether there will be like usability in Alameda County along the way.

Ms. Lengyel: So you to your question Commissioner, I'm going to actually turn it over to Michael Tree to provide you a response with the segments. There are different segments in terms of the infrastructure that's put in or where the project runs

Commissioner Kaplan: Right. And so my question is sort of at which point graphically do you then have a usable segment that would be operable even if the subsequent segments hadn't yet been built?

Ms. Lengyel: Right. And Michael, can you please provide an answer to that?

Mr. Tree: Yeah. And just as a –

Commission Chair Cutter: You're muted.

Mr. Tree: Am I good?

Ms. Lengyel: You're back now.

Mr. Tree: I'm back?

Commission Chair Cutter: Okay.

Mr. Tree: You hear me okay?

Commission Chair Cutter: Yes, we can right now.

Mr. Tree: Okay. Hey, just as a quick rewind button to the previous question, we are studying alternatives in the EIR. And to your question here about potential minimal operable segments or initial operating segments, the EIR is looking at potential initial operating segments to Greenville. So the train in that scenario would

operate from Dublin-Pleasanton to Greenville. We're also looking at an initial operating segment that could go to Mountain House. So from Dublin-Pleasanton up and over the Altamont into the Mountain House station.

Commissioner Kaplan: Thank you. Thank you. That's very helpful to know. And then just procedurally, back to Tess to clarify, so once a project is – if a project is added to the Expenditure Plan, that doesn't guarantee that it gets money, right? The decision to actually allocate money would still have to come back once those additional steps, such as the EIR, are taken?

Ms. Lengyel: Yes. Any final allocation of funds comes back to Commission and that's consistent with all of the funding that we do; and in fact, earlier today, you adopted the 2020 IP and it's through the comprehensive investment program that the Commission takes programming and allocation actions.

Commissioner Kaplan: Thank you very much. Thank you, Madame Chair.

Commission Chair Cutter: Okay. Thank you so much. Commissioner Dutra-Vernaci

Commissioner Dutra-Vernaci: Okay. Thank you. I had to unmute myself. It's been a very interesting conversation today. I appreciate it and I appreciate the comments, and as Commissioners before me have mentioned that really, what today is about is implementing a 45-day comment period to allow others to comment, and I did listen in on the Legislative committee meeting a couple weeks ago, particularly for this item, and I believe what I heard there as far as comments goes, that Alameda County Transportation Commission will be reaching out to all of the entities, I believe cities in the region for their comments as well. So that being said, Commissioner Arreguin did raise an issue I was going to raise because, as you may recall, I am Alameda County's representative on the Metropolitan Transportation Commission. So we have certainly been having conversations about Valley Link at that level as well. And as Commissioner

Arreguin pointed out, this is a megaregion project and one of the things that MTC have been struggling with is, what do we do when we're crossing the borders into a jurisdiction that's not ours? So there was this same concern in terms of monies as was mentioned here, this project, any monies that are expended will remain in Alameda County. And our goal is to get people out of their cars and into mass transit, which is what this project is. It may not be the BART to Livermore Project that voters were supporting, but it certainly is a project in that area that is much needed.

Somebody had made a comment that this does not benefit Alameda County, and I would beg to differ with that, because it's a tremendous benefit to Alameda County for the port of Oakland because, if people are getting out of their cars and on to this new line, that frees up much needed roadway for the trucks that are coming in and out of the port of Oakland and, therefore, improving the environment by not sitting there idling and polluting the environment.

And as well for the Dumbarton Corridor, because not everything goes north once they come out of the Valley; it goes south as well and that certainly impacts everybody that's traveling through the Dumbarton Corridor down 880 into Santa Clara Valley or crossing Dumbarton Bridge. So I see this as a very important project for several reasons listed above, and I certainly am supported with moving this forward for the 45-day comment period and ultimately, getting the project built, should the environmental impact report and all the other steps align in that direction. Thank you.

Commission Chair Cutter: Okay. Thank you, Commissioner Marchand, please.

Commissioner Marchand: There we go. Okay. Thank you. Well, I certainly appreciate the comments and I absolutely agree with the Mayors Talbert, Arreguin, and Dutra-Vernaci. You've heard from the cities that are along this corridor that are impacted. They all support it. BART supports it. This is something that's very, very important. There's been a lot of discussion about the benefit to Livermore or the

benefit to Alameda County. The model showed that 10,000 riders from Livermore will use Valley Link. That's going to be a tremendous benefit for the entire Tri-Valley corridor.

We heard from a few people, a couple of speakers today, saying that this is a bait-and-switch. What the voters of Alameda County voted for was rail connection, rail connectivity along the 580 corridor. A bait-and-switch is when somebody starts talking about, instead of the rail connection that people voted for, people are talking about using buses instead. That's a bate-and-switch. This, as Mayor Arreguin pointed out, this is about a rail project replacing a rail project. BART decided to not come out the Livermore. This is a rail project that's going to make that connectivity. Themes that we frequently hear on Alameda County Transportation Commission, we hear about equity and connectivity. When I first came on to the Commission in 2011, we were talking about geographic equity. Tess mentioned the idea. It was heavily discussed during the 2014 Expenditure Plan. So geographic equity, that rail connection, that connectivity along the 580 corridor, as Mayor Arreguin pointed out, that connecting the megaregion is so important now.

Other themes we've talked about are greenhouse gas reduction, reduction in vehicle miles traveled. This is going to reduce vehicle miles traveled by almost 100 million miles a year. It's tremendous. Thirty-three thousand metric tons of greenhouse gas is reduced. Transit-oriented development is another very important theme. This also accomplishes that. We're talking about the Isabel neighborhood plan. We've been talking about that for years. That was originally going to be for the BART connection. We've pivoted. That's going to be for Valley Link. That's going to be 4000 housing units at that station. Over 1000 will be affordable. So Valley Link will accomplish all of those things: geographic equity, connectivity, greenhouse gas reduction, everything I've just talked about, all the themes we find so important here at the Alameda County Transportation

Commission, Valley Link will help to accomplish all of that. And I absolutely support this and would vote in favor of it as well. Thank you.

Commission Chair Cutter: Thank you, Commissioner Marchand. Next up is Commissioner Ortiz, please.

Commissioner Ortiz: Thank you. Thank you, Madam Chair. First, I would like to thank Tess and Michael Tree for coming before the AC Transit Board last night and make a presentation about this proposal. As an appointed member to the ACTC, by my AC transit board members, I asked my colleagues for direction as how to vote on the 45-days comment period. I was authorized by my fellow board members, by my colleagues, to support the 45-days comment period. And so I will be voting yes on this. By the time that the final vote comes before us again, I will ask my colleagues again for direction, because I am their representative. So I will be supporting the 45-days.

Commission Chair Cutter: Alright, thank you Commissioner Orti., Commissioner Halladay, please.

Commissioner Halladay: Hi, thank you. Well, I think my questions have been answered, but particularly that the comments will be responded to and that will be part of the package we received when this comes back to us after the 45-day period in, I assume, July. I will just echo the comments of everyone else. Look, I have seriously considered the comments that were made and I think that this project is as close as we're probably going to come to actually meeting that will of the voters and you know, having BART connection to Livermore. We hear about that a lot from Mayor Marchand, the fact that that hasn't been done and I will follow his lead on this one and I just very much appreciate that this this does keep that commission commitment, it keeps the money in rail. It also sets it up for a more regional, for a more robust rail system in California, and I think that will come. How soon? I know we're in a period right now of, you know, major concern about our future, but we will have a future and we will get through this crisis. And I do think right now, as we all know, putting money on a project helps leverage

other funds to come into that project, So I will be supporting a motion approve, once one is made.

Commission Chair Cutter: Alright, thank you. And Commissioner Carson, please.

Commissioner Carson: Well, thank you very much. I've been listening to the presentation and the comments. There are some I want to associate myself with. Obviously, the area is growing and we do have to expand to kind of start looking at things from a megaregion kind of perspective. I do want to make sure that I'm clear that the 45-day comment period is open to the general public, not just to the jurisdictions that are impacted. I also want to kind of follow this. I don't have a problem with the 45-day comment period. I think we should make sure the democratic process is open as possible and we'll still have it coming back to make our final decision. And I was, again, following the conversation but since Measure BB doesn't provide or provides for no funds to be spent out of Alameda County, I just want to figure out how we account for that in this project. I want to make sure we [no sound] score that and have greater clarity about how Measure BB funds are being spent on this project. I know that it's been mentioned that Alameda County's portion of this construction development would be that part, but I'd like to kind of get a little bit more information on that. And then, since the funds are not totally secured at this time, I kind of also want to know the staging for when [**ATEA or ACTEA or APTEA 2:18:55**] funds will be allocated to the project.

Ms. Lengyel: Thank you, Commissioner Carson. I'd be happy to answer that. Regarding the point you made about funds being expended in Alameda County: through the very detailed funding agreement that we will establish with the Tri-Valley-San Joaquin Valley Regional Rail Commission, we will identify which portion of the construction project will be funded with this $400 million. As Michael Tree has mentioned, the project could use basically all of that $400 million in Alameda County for the Alameda County portion just because of the costs in Alameda County, but it's through

the funding agreement that we would define specifically which elements are eligible and we would only reimburse for those expenditures.

None of the funds can be expended until the full funding is identified and committed to. So none of the funding for construction will move forward until the project has been able to resolve its other funding needs.

Commissioner Carson: And then, the 45-day comment period is open to the public at large, correct?

Ms. Lengyel: The 45-day comment period, as specified in the Transportation Expenditure Plan, is for the jurisdictions. The jurisdictions will use whatever their processes is to provide us comments. For example, Commissioner Ortiz noted she took this item to her board last night. That was her process at AC Transit. Each of the jurisdictions have their own process for making comments and then certainly, at Alameda CTC, we received public comment today. We received public comment at the PPLC and we will receive public comment at the committee when it comes to the Commission in the fall, as well as that the full Commission.

Commission Chair Cutter: Commissioner Carson, you are still on mute, if you're talking.

Commissioner Carson: I'm not talking.

Commission Chair Cutter: Okay. There you go.

Commissioner Carson: I put myself back on mute.

Commission Chair Cutter: Is that the end of your comment? Please, Zach.

Mr. Wasserman: Commissioner Carson, as has been emphasized, but I want to make very clear, the public will have numerous opportunities to comment on this. They can obviously comment at any or all of the local jurisdictions that consider it. They have made comments today both in writing and personally, and will be able to do so when it's coming back to the committee and when it comes back to the Commission. So there will be very thorough and open opportunities for the public.

Commission Chair Cutter: Okay. Thank you. May I comment, then, that looking – I was just pulling out my calendar, looking at what this means to us. So if we do this today, when we have – through about the middle of July, the commend period would end and that gives a two week, a little bit less than two weeks for our staff – actually one week, for our staff to answer. So in all reality, perhaps it won't be coming back in what would be August, since we don't meet in August, so that would be September. Is that what you're envisioning, Tess?

Ms. Lengyel: Yes, we would need to bring it through both the committee and the Commission, so the earliest opportunity would be September.

Commission Chair Cutter: Okay, great. Yeah, I would like to give our community, not that I think we're going to have as many comments, but that gives us leeway that we need to be for a comment period. And also, as requested by Ms. Pairis about when the comment period is over, those will be published and then she will have every opportunity in the next month, actually, to make comments on those comments, if you will. So I think that that answers that question, too.

We have another – Commissioner Haggerty would like to speak now, please.

Commissioner Haggerty: Thank you. I want to thank Tess and Michael for really an excellent presentation on the project. You know, there's been a lot of things said that, you know, I don't necessarily agree with. But I'm going to do my best to stay positive here today.

It's been sent several times at this benefit San Joaquin County. I would submit to you that's woefully inaccurate. It represents the people in Alameda County and I would like you to really thank my co-Commissioner on the MTC who really hit the nail on the head with her comments. I think that she was very articulate in how this helps Alameda County in relationship to truck traffic that we suffer from that comes from the

port of Oakland. That is spot on, especially with truck traffic expected to increase by two-thirds by, I believe, it's 2030.

So I think that that's one reason. There are some that think that we can run an express bus in that corridor. If you take the ridership and you divide it out by what a bus can carry, you're looking at over 500 express buses. I don't think the Tri-Valley to add 500 more buses on our freeways that are already impacted. And I would ask you to watch Channel 2 tomorrow when they show the traffic. They're already showing the Altamont Pass on a daily basis in red. People are already coming through Alameda County. And quite frankly, they're not just going down the freeway; they're invading rural roads, which will make it hard for the people that we represent the more rural area to even get out of their home in the morning, starting at 3:30 in the morning. It's making it hard on the city of Livermore and the fact that these people bail off the freeway and that they then try to drive through the city of Livermore to maybe get somewhere three minutes faster.

You know, we have come up with what I believe is a program that works. BART said they didn't want to extend BART but yet, I do want I want to thank BART because the new general manager has been excellent for an excellent partner, an excellent partner, and, in fact, has restored by faith and maybe BART will run this when it's done, or the ACE train will run it. Who knows? I've been consistent in what I say that the last thing I want to do is start another transit agency in the Bay Area. I think we have 27 right now. I don't think we need any more. In fact, I'd love to see it get down to one. But we got a long way to go for that.

I think that the staff did a great job in articulating all the environmental benefits. Michael Tree did, too. And, you know, this project is much further along than any rail project that's been brought to this area in relationship to funding. We got together as a planning area. I think it's important to remember. It was a planning area that made the decision that they wanted to put their money in this corridor, and quite frankly, if the

money is taken from us, it doesn't go back to the rest of the country. It stays within the planning area. So, you know, this is what we're told this planning area they would get.

I'm going to let it go at that. I just really want to thank the colleagues that spoke in favor. I think that, you know, the 45-day comment period is important. I think it's good government and that's why we set it up when we set Measure BB up. So, you know, I can answer any questions or Michael can answer any questions. But if not Madame Chair, I'd like to make a motion to approve the staff recommendation.

Commission Chair Cutter: Alright, well, you are our last person to comment, but I'd like to hear the second. Commissioner Hubert?

Commissioner Haubert: Thank you so much. I'll second.

Commission Chair Cutter: Okay. So we do have a motion and I just want to – Sorry. Commissioner Haggerty, I want to make sure that —

Commissioner Ortiz: Madam Chair? Madam Chair? This is the vote to authorize the 45-days comment period, okay. Correct?

Commission Chair Cutter: Yes.

Commissioner Ortiz: Thank you.

Commission Chair Cutter: Yes, I'm just checking to make sure all of our Commissioners have had a chance to speak and we have gone through our public comments. So, Vanessa, would, you like to restate that so everyone is sure of what we are voting on?

Ms. Lee: Sure. The action in front of you today is to approve the Tri-Valley-San Joaquin Valley Regional Rail Authority's request for a 2014 Measure BB Transportation Expenditure Plan amendment.

Commission Chair Cutter: Thank you. And it's for a 45-day comment period which then will come back to the Commission for approval. So with that, can we have a recall? [laughs] Sorry, a roll call vote, please. It will be a recall!

Ms. Lee: Commissioner Ortiz.

Commissioner Ortiz: Yes.

Ms. Lee: Commissioner Haggerty.

Commissioner Haggerty: Yeah.

Ms. Lee: Commissioner Vella.

Commissioner Vella: Aye.

Ms. Lee: Commissioner Cox.

Commissioner Cox: Yes.

Ms. Lee: Commissioner Miley.

Commissioner Miley: Yes, for sure.

Ms. Lee: Commissioner Carson.

Commissioner Carson: Yes.

Ms. Lee: Commissioner Ezzy Ashcraft.

Commissioner Ezzy Ashcraft: Yes.

Ms. Lee: Commissioner Pilch is no longer on the call. Commissioner Saltzman.

Commissioner Saltzman: No.

Ms. Lee: Commissioner Arreguin.

Commissioner Arreguin: Yes.

Ms. Lee: Commissioner Haubert. Commissioner –

Commissioner Haubert: Yes.

Ms. Lee: Thank you. Commissioner Mai.

Commissioner Mai: Yes.

Ms. Lee: Commissioner Halladay.

Commissioner Halladay: Yes

Ms. Lee: Commissioner Marchand.

Commissioner Marchand: It's a big yes.

Ms. Lee: Commissioner Freitas.

Commissioner Freitas: Yes.

Ms. Lee: Commissioner Tao. I think Commissioner Tao is also left the call. Commissioner Kaplan.

Commissioner Kaplan: Aye.

Ms. Lee: Commissioner Kavanaugh.

Commissioner Ezzy Ashcraft: She may need you to unmute her if she can do that, Vanessa, she's having some laptop problems.

Ms. Lee: She's actually going to have to –

Commissioner Ezzy Ashcraft: Unmute herself?

Ms. Lee: Unmute herself, if she can.

Commissioner Ezzy Ashcraft: Okay, Jen, have you heard that?

Ms. Lee: I still see her in my in my attendee list. So we'll come back –

Commissioner Haggarty: Tell her to press her space bar on her computer.

Commissioner Ezzy Ashcraft: Did you hear that, Jen? Just to press and let go the space bar on your computer.

Commissioner Haggarty: No. Press and Hold.

Commissioner Ezzy Ashcraft: Press and hold. Okay. Press and hold. Mine is press and let go, but it's newer. She says not working.

Commission Chair Cutter: OK, is she on video? I don't know. Zach, can we take a thumbs up as a yes or a thumbs down as a no?

Ms. Lee: No, and she's also not on video right now. So I'm just going to go ahead and continue to go through the roll call and we'll come back and see if we can capture her both.

Ms. Lee: Commissioner Thorne.

Commissioner Thorne: Yes.

Ms. Lee: Commissioner Dutra Vernaci.

Commissioner Dutra Vernaci: Aye.

Ms. Lee: Vice-Chair Bauters.

Vice-Chair Bauters: Aye.

Ms. Lee: Commission Chair Cutter:

Commission Chair Cutter: Aye.

Ms. Lee: Just circle back to Commissioner Kavanaugh. It looks like we're unable to capture her vote, but the motion has passed with the votes that are recorded.

Commission Chair Cutter: And under the belief that even if she voted negatively, it would not affect –

Ms. Lee: The motion would still pass. Yes. Correct

Commission Chair Cutter: Thank you. All right. Well, that should make people feel a little better on that. I think Zach is getting some humor out of our technical things going on here. So with that, let's please have the federal update 8.2.

END OF TRANSCRIPT OF ALAMEDA CTC MEETING OF 5/28/2020, AGENDA ITEM 8.1

C E R T I F I C A T I O N

I, Jason Mundstuk, certify the following: I am a professional transcriptionist with 20 years experience that includes legal, medical and forensic transcriptions. I have extensive experience in preparing deposition summaries. I am a citizen of the United States. I am over 18 years of age. My business address is 5500 College Avenue, Oakland, CA 94618 dba Randy Black & Associates. This transcript was prepared from the video recording posted on the Internet.

I declare under penalty of perjury that I have truly, accurately, and completely transcribed the recording provided to me to the best of my ability and that the transcript is provided above. I further guarantee the confidentiality of this material.

Electronically signed on this day, the 20th of May, 2023 in the County of Alameda, California.

Jason Mundstuk



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Alameda CTC

FY2019/20 2014 MBB Direct Local Distributions

Description	Local S&R	Transit Service	Bike & Ped	Paratransit	Total MBB FY2019/20 Direct Local Distribution
Alameda	$ 1,947,889.74	$ -	$ 209,862.20	$ 194,121.40	$ 2,351,873.34
Albany	456,792.68	-	51,311.93	33,749.79	541,854.40
Berkeley	3,125,221.47	-	326,313.52	318,829.30	3,770,364.29
Dublin	516,735.08	-	170,864.27	-	687,599.35
Emeryville	300,506.45	-	31,446.53	31,956.07	363,909.05
Fremont	2,358,251.80	-	615,256.35	590,946.57	3,564,454.72
Hayward	2,298,229.28	-	421,843.74	818,957.82	3,539,030.84
Livermore	1,006,584.72	-	240,880.07	-	1,247,464.79
Newark	484,450.71	-	128,887.07	129,825.19	743,162.97
Oakland	11,204,397.70	-	1,145,402.05	1,241,066.32	13,590,866.07
Piedmont	405,450.20	-	30,216.17	-	435,666.37
Pleasanton	767,613.05	-	212,973.75	218,006.63	1,198,593.43
San Leandro	1,431,825.67	-	237,667.95	271,550.84	1,941,044.46
Union City	687,039.30	-	198,220.22	226,190.83	1,111,450.35
LAVTA	-	736,133.84	-	341,602.35	1,077,736.19
Alameda County	-	-	395,657.25	-	395,657.25
Alameda County - North	77,416.93	-	-	-	77,416.93
Alameda County - Central	1,962,936.31	-	-	-	1,962,936.31
Alameda County - East	414,012.77	-	-	-	414,012.77
AC Transit District	-	27,678,632.60	-	6,625,204.61	34,303,837.21
Alameda Ferries	-	736,133.84	-	-	736,133.84
Altamont Rail - South	-	736,133.84	-	-	736,133.84
Altamont Rail - East	-	736,133.84	-	-	736,133.84
Union City Transit	-	368,066.93	-	-	368,066.93
BART	-	736,133.84	-	2,208,401.55	2,944,535.39
Total FY2019/20 Distributions	$ 29,445,353.86	$ 31,727,368.73	$ 4,416,803.07	$ 13,250,409.27	$ 78,839,934.93

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1. **Call to Order**

2. **Roll Call**
   A roll call was conducted. All members were present with the exception of Commissioners Carson and Ezzy Ashcraft.

   Subsequent to the roll call:
   Commissioner Carson arrived during item 3. Commissioner Ezzy Ashcraft arrived during item 5.2.

3. **Public Comment**
   Pat Piras, on behalf of the Sierra Club, commented on the Valley Link Project and the proposed 2014 Transportation Expenditure Plan amendment. Ms. Piras requested that Alameda CTC respond to questions raised by the Sierra Club, well in advance of the 45-day comment period that is required to amend the 2014 Transportation Plan. She requested to extend the 45-day comment period to end at a later date.

4. **Consent Calendar**
   - **4.1. Approve May 11, 2020 PPLC Meeting Minutes**
   - **4.2. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments**

   Commissioner Cutter *moved to approve the Consent Calendar. Commissioner Halliday seconded the motion. The motion passed with the following votes:*

Yes:	*Arreguin, Bauters, Carson, Cutter, Haggerty, Halliday, Kaplan, Ortiz, Pilch, Valle,*
No:	*None*
Abstain:	*None*
Absent:	*Ezzy Ashcraft*

5. **Regular Matters**
   - **5.1. 2020 Countywide Transportation Plan: New Mobility Framework Update**

   Saravana Suthanthira and Chris Marks presented the Commission with an update on development of the New Mobility Framework (Framework), which will be a part of the 2020 Countywide Transportation Plan (CTP). The presentation covered the overall approach, key elements of the framework, goals, and next steps. Alameda CTC initiated the Framework to help the County prepare to leverage any potential benefits from new mobility technologies and services. The Framework was developed with a clear acknowledgement of the rapid and continuing change in new mobility technologies throughout the transportation industry and with an understanding that the Framework will need to be revisited and updated periodically. Ms. Lengyel requested feedback from the Commissioners on the goals.

Commissioner Kaplan wanted to include consideration of pricing to incentivize good transportation choices, and how pricing structures and policies could impact low income communities; Commissioner Kaplan also wanted to ensure that Transportation Network Companies (TNC) trip data was obtained, and that TNC's pay the same level of fees that taxis are paying to fund infrastructure. She stated that the goals should address the need to balance the benefits of TNCs in terms of increased access with the negative impacts on transit and parking in bike lanes and bus lanes.

Commissioner Halliday requested that the goals need to keep equity in mind and questioned if cap and trade funds for technology were considered.

Commissioner Ezzy Ashcraft wanted to know if technology can be used to help slow streets in the jurisdictions and if the goals included technical support for the County during and post COVID-19. She also requested that the goals include seamless connectivity throughout the County.

Commissioner Pilch stated that autonomous vehicle policies need to be developed and consider as well as economic incentives and disincentives.

Commissioner Ortiz stated that the goals should ensure equity is top of mind while considering accessibility for all people moving around the county; ensure that the Framework focuses on equity versus equitable, which is not the same as equity.

This item is for information only.

5.2. Federal, state, regional, and local legislative activities update

Carolyn Clevenger provided an update on federal, state, regional, and local legislative activities. She stated that the Governor released the May Budget Revise on May 14th, and the State fiscal outlook went from a surplus to a deficit. Ms. Clevenger noted that while the State economic downturn will impact transportation funding, overall many transportation programs were not heavily impacted at this date. The exception is the State Transit Formula Assistance Program, which helps fund transit operations; funding for that program decreased from approximately $800 million to $530 million. At the federal level there is no current update regarding another potential stimulus package related to COVID-19.

This item is for information only.

6. Committee Member Reports

There were no member reports.

7. Staff Reports

There were no staff reports.

8. Adjournment/ Next Meeting

The next meeting is: July 13, 2020 at 11:30 a.m.

1. **Call to Order**

2. **Roll Call**
A roll call was conducted. All members were present with the exception of Commissioners Carson, Haubert, Miley, and Valle.

Commissioner Cox attended as an alternate for Commissioner Chan. Commissioner Droste attended as an alternate for Commissioner Arreguin.

Subsequent to the roll call:
Commissioner Halliday left during Item 7.

3. **Public Comment**
Pat Piras commented on the proposed 2014 Transportation Expenditure Plan (TEP) amendment, on behalf of the Sierra Club. Ms. Piras requested that the 45-day comment period be extended and she requested that Alameda CTC respond to questions raised by the Sierra Club in advance of the comment period closing. Ms. Piras also noted that she was unable to locate a published notice on the comment period on Alameda CTC's website.

4. **Chair and Vice Chair Report**
Chair Cutter stated that Alameda CTC continues to deliver projects and implement programs despite the pandemic and she noted that the Commission will continue to do its part in the economic recovery by getting projects into construction and keeping a continued focus on project development and program delivery for on-going investments throughout the county. She concluded her report by congratulating Commissioner Haggerty for being selected by the California Transportation Foundation (CTF) for the Person of the Year award, which will honor his 24 years of leadership and accomplishments for transportation improvements in Alameda County and the Bay Area.

Vice Chair Bauters provided instructions to the Commission regarding technology procedures including instructions on administering public comments during the meeting.

5. **Executive Director Report**
Tess Lengyel also congratulated Commissioner Haggerty for being honored by CTF for the Person of the Year Award. Ms. Lengyel noted that during this time, where the health of the community, the economy, and transportation system are affected, staff is working on programs to be responsive to COVID-19. She affirmed that Alameda CTC staff is committed to continuing to support the promise to the voters for high quality planning and project delivery and for helping with economic recovery and access. Ms. Lengyel stated that staff will bring to the Commission programs that will help with economic

recovery and she highlighted progress and key efforts made by staff for projects that are currently in construction and/or moving into the construction phase.

6. Consent Calendar

6.1. Approve May 28, 2020 Commission Meeting Minutes

6.2. I-580 Express Lanes Operations Update

6.3. Adoption of Modified Business Rules/Toll Policies for the I-580 Express Lanes

6.4. Approve Cooperative Agreement with the Cities of Dublin and Livermore for the Dublin Boulevard – North Canyons Parkways Extension Project

6.5. Approve Conceptual Funding Plan for the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project

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

6.7. Federal, state, regional, and local legislative activities update

Commissioner Marchand moved to approve the Consent Calendar. Commissioner Haggerty seconded the motion. The motion passed with the following votes:

Yes:	*Bauters, Cox, Cutter, Droste, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Haggerty, Halliday, Kaplan, Marchand, McBain, Mei, Ortiz, Pilch, Saltzman, Thao, Thorne*
No:	*None*
Abstain:	*None*
Absent:	*Carson, Haubert, Miley, Valle*

7. Multi-Modal Committee (MMC)

7.1 2020 Countywide Transportation Plan: Multimodal Strategies

(This item was presented after 8.1)

Cathleen Sullivan stated that every four years, Alameda CTC prepares and updates the Countywide Transportation Plan (CTP), which is a long-range planning and policy document that guides future transportation decisions for all modes and users in Alameda County. Starting in 2012, the CTP has become increasingly multimodal and integrated with land use planning. Ms. Sullivan stated that the vision and goals emphasize creation of a connected and integrated multimodal transportation system that promotes sustainability, access, transit operations, public health and economic opportunities. As discussed in detail at the PPLC meeting earlier in the month, and with small groups of Commissioners in May, there are three primary multimodal outcomes of the CTP: 10-year Priorities, Strategies, and Long-Term Projects. Ms. Sullivan also noted that part of Alameda CTC's Strategies will be dedicated to COVID-19 risks and opportunities. Ms. Lengyel requested feedback from the Commission on the priority strategies or refinements to the strategies, and she noted that the Multi-Modal Committee provided feedback that staff will integrate into the plan and bring back to the Commission in July.

Commissioner Kaplan commented on car's parked in bicycle lanes and vehicles blocking bicycle and bus lanes. She noted that this is primarily done by the Transportation Network Companies and stated that the issue needs to be addressed.

Commissioner Ortiz emphasized that it's very important for cities and counties to work with AC Transit when they are planning Complete Streets in order to make the designs complete and efficient and safe for all modes.

Commissioner Bauters noted that prioritizing the high injury network is critical for safety and he stated that there needs to be a focus on providing resources for communities of concern that overlay with the high injury network.

This item is for information only.

8. Planning, Policy and Legislation Committee (PPLC)

8.1. 2020 Countywide Transportation Committee Plan: New Mobility Framework Update
(This item was presented before item 7.1)

Saravana Suthanthira and Chris Marks presented the Commission with an update on development of the New Mobility Framework (Framework), which will be a part of the 2020 CTP. Alameda CTC initiated the Framework to help the County prepare to leverage any potential benefits from new mobility technologies and services. The Framework was developed with a clear acknowledgement of the rapid and continuing change in new mobility technologies throughout the transportation industry and with an understanding that the Framework will need to be revisited and updated periodically. The presentation covered the overall approach, key elements of the framework, goals, and next steps.

Commissioner Pilch asked who was involved in the Technology Working Group (TWG). Ms. Suthanthira stated that staff from the following agencies comprised TWG: AC Transit, City of Dublin, City of Fremont, City of Oakland, City of San Leandro, County of Alameda, and Livermore Amador Valley Transit Authority.

Commissioner Pilch asked why the reference to equitable access was removed from the presentation. Ms. Suthanthira noted that the PPLC wanted to ensure the framework addresses equity proactively and appropriately so staff removed the word "equitable" from the presentation so as not to be confused with ensuring that we promote equity.

Commissioner Ezzy Ashcraft asked how the members of the TWG group were chosen. Ms. Suthanthira stated that members of the technical advisory committee, with expertise in new technology were requested to volunteer for the working group.

Commissioner Marchand noted that the new mobility goals mention equity, accessibility and connectivity and he urged the Commission to support the Valley Link project to meet those particular goals.

This item is for information only.

9. Programs and Project Committee

9.1. Approve FY 2018-19 Measure B, Measure BB and Vehicle Registration Fee Program Compliance Summary Report and Interim Policy Updates

John Nguyen recommended that the Commission approve the Fiscal Year 2018-19 Measure B, Measure BB, and Vehicle Registration Fee Program Compliance Report and Interim Policy Updates. He stated that Alameda CTC found nineteen of the twenty Direct Local Distribution (DLD) recipients in compliance with the DLD financial reporting and program compliance requirements for the FY2018-19 reporting period. He noted that the City of Union City remains the only DLD recipient that has not submitted reports to Alameda CTC due a citywide virus hindering Union City's ability to access the required financial data. Union City is currently resolving their data accessibility issues and intends to submit their reports in Fall 2020. Mr. Nguyen stated that as a result of the COVID-19 pandemic and the shelter-in-place order across the Bay Area Counties, Alameda CTC recommends a one-year extension of the current timely use of funds policy requirements. The recommended action also includes modifying the Seniors and People with Disabilities DLD implementation guidelines to allow for the cost eligibility for Meals on Wheel Delivery programs for the FY 20-21 period for transportation purposes.

Commissioner Cutter asked when the road condition PCI Index was done. Mr. Nguyen stated that it was done during the last fiscal year and he noted that the PCI scoring is a 3-year average so it will take three to five years to see the average increase for particular agencies. Mr. Nguyen stated that the City of San Leandro is implementing significant rehabilitations jobs to fix their roadways and bring up their PCI.

Commissioner Kaplan asked when will the expanded allowances be applicable. Mr. Nguyen stated that the Timely Use of Funds time extension is from June 30, 2019 through June 30, 2020 and that the modified Seniors and People with Disabilities DLD implementation guidelines will go into effect July 1, 2020.

Commissioners Bauters moved to approve this item. Commissioner Kaplan seconded the motion. The motion passed with the following votes:

Yes:	*Bauters, Cox, Cutter, Droste, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Haggerty, Kaplan, Marchand, McBain, Mei, Ortiz, Pilch, Saltzman, Thao, Thorne*
No:	*None*
Abstain:	*None*
Absent:	*Carson, Halliday, Haubert, Miley, Valle*

10. Commission Member Reports

Commissioner Saltzman stated that Clipper Start, a means-based fare discount project done in partnership with MTC and other transit agencies launched on July 15, 2020. She stated that she will send information on the project to Alameda CTC to pass along to the Commissioners.

11. Adjournment

The next meeting is Thursday, July 23, 2020 at 2:00 p.m.

Memorandum

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TO: Tess Lengyel, Executive Director

FROM: Programming and Allocations Team

DATE: August 5, 2020

SUBJECT: **Equity Analysis – Issues Identification and Approach**

The 2014 Transportation Expenditure Plan (TEP) implementation guidelines require Alameda CTC perform a geographic equity analysis to ensure Measure BB funds are distributed across the county in an equitable manner. In addition to the TEP equity analysis mandate, this memorandum also attempts to identify issues and an approach related to the Commission's interest in "Equity" as it pertains to planning and programming of Commission administered funds.

Alameda CTC disburses funding to its local jurisdictions via two distinct mechanisms. While part of the Local Sales Tax and Vehicle Registration Fee (VRF) are distributed via formula on a monthly basis, the Alameda CTC-administered discretionary funding are programmed and allocated via the biennial Comprehensive Investment Plan (CIP) process. These sources include sales tax programs, the Vehicle Registration Fee program, One Bay Area Grant Program, State Transportation Improvement Program, and Transportation Fund for Clean Air Program. This discretionary, competitive process is based on multiple planning efforts that have identified needs and benefits of transportation improvements, project readiness and funding availability. Although, funding considerations are not based on a prescribed formula for geographic equity, programming goals include investments in Communities of Concern, Modal and Geographic Equity. Ultimately, the CIP needs to be consistent with the identified needs of the county (as documented in the adopted Countywide Transportation Plan (CTP) and/or other relevant planning documents) at the time of the programming cycle.

The 2104 Measure BB TEP is a subset of the CTP and the TEP Implementation Guidelines suggest a more structured methodology for evaluating geographic equity for the Measure BB dollars.

Per the TEP's Implementation Guidelines #13

13. *Funding formulas for all programs will be revisited within the first five years of the Plan implementation to ensure overall geographic equity based on population and/or other equity factors. Funding for capital projects will be evaluated through*

the biennial capital improvement planning process which will include an evaluation of geographic equity by planning area. (2014 TEP, page 38)

While it is clear Implementation Guideline #13 requires examining funding equity of the Measure BB distributions in its entirety (including Direct Local Distribution, Capital Project Commitments, and discretionary funding), it is does not specify the parameters of the equity analysis.

Over the years, Alameda CTC's Commissioners have had a wide range of equity discussions including, methodology, and dialogue on factors of equity considerations ranging from social, economic, geographic area, population, modes, inclusion of particular fund sources, lane miles, etc. The complex discussion has often been left short of a decided approach, but a statement of Alameda CTC staff looking into an approach to bring back in the future.

Implementation Guideline #13 requires revisiting the TEP distribution funding formulas within five years after its implementation. Measure BB funds began distribution as of April 1, 2015. Thus, to satisfy the TEP requirement, an analysis must be completed by April 1, 2020. The TEP did not specify whether an analysis required public comment or Commission approval. Alameda CTC programming staff considers having met the overall intention of the TEP through its current programming and allocation processes. As mentioned previously, since 2015 Alameda staff have considered general equity of its Alameda CTC administered fund sources overall and to date the Commission has acknowledged the agency's ability to support local priority improvements that have been proposed through the Comprehensive Investment Plan (CIP) programming cycles.

However, with the continued lingering discussions on equity distributions, equity factor considerations, and requests for data showcasing countywide investments made and planned, it is time to thoroughly explore geographic equity, what it means, and define its parameters.

The following table depicts a list of known/anticipated challenges associated with performing this analysis. The issues identified are in no particular order of priority or magnitude.

#	Issue	Detailed Description
1	**Defining Geographic Equity Parameters**	Geographic equity may include any combination of factors such as: 1. Fund source specific, or in the totality of all Alameda CTC Administered Funds. 2. Modal Equity considerations (transit, bicycle/pedestrian, highway, freight/rail). 3. Population based equity by the four planning areas.

#	Issue	Detailed Description
		4. Lane miles and/or commute patterns such as Average Daily Traffic (ADT). 5. Population and lane miles by the four planning areas. 6. Communities of Concern within a jurisdiction/ planning area.
2	**Focusing on Measure BB equity alone**	Concentrating on Measure BB Funds exclusively presents complex challenges in defining analytical parameters for a single fund source 1. Measure BB is segregated into three categories of funding distributions: a. Fixed Capital Commitments established in the TEP i.e. "Named Capital Commitments", b. Direct Local Distribution (DLD) Program formulaic funds pass through to the local jurisdictions, and c. Discretionary program funds which includes large discretionary capital commitments to certain project types/ investment categories and more traditional competitive funds for bicycle/pedestrian, paratransit, and transit programs. What level of equity is to be considered for the Measure BB program? Does it include all of the above fund categories? Isolation of particular categories? Historically, Alameda CTC has relied on DLD's equitable distribution as a proven source of local funds when posed with inquiries on the considerations for awarding discretionary programming. Additionally, while the TEP Implementation Guideline #13 states reviewing equity across the entire Measure BB program, the TEP also specifically requires revisiting the DLD formula distribution for the Local Streets and Road program. "The Local Streets Maintenance and Safety program provides funds directly to local jurisdictions to be used on locally determined priorities. Twenty percent of net revenues will be allocated to local cities and the county based on a formula that includes population and road miles for each jurisdiction, weighted equally, consistent with the 2000 Measure B formula. The formula will be revisited within the first five years of the plan

#	Issue	Detailed Description
		to ensure overall geographic equity in the Plan." (TEP, page 22).
3	**Assigning Prime Beneficiary / Analyzing Project and Investment Benefits**	It can be difficult to assign projects to a single area primarily benefitting from the project for these key areas: 1. Jurisdictions/Planning Areas: Projects may benefit multiple jurisdictions and planning areas 2. Communities: Projects may benefit multiple communities within the county (low income/disadvantaged communities, seniors and people with disabilities, youth, commuters, etc.) 3. Transportation modes: Projects may benefit multiple modes, such as highways and local roads, transit bicycle/pedestrian, freight/rail, etc. Ideally, the assignment of a beneficiary type requires consistent assignments through all planning and programming efforts, in order to make an accurate assessment in a near term report and overall program wide progress reporting. An equity analysis that goes beyond reviewing formulas to confirm an equitable distribution has taken place, retroactively assigning each Alameda CTC project investment towards a particular area, community, or mode type may not accurately reflect the investment impacts, potentially over or under estimating the benefits attributed to a single jurisdiction or planning area.
4	**Data Gathering**	The discussion of geographic equity has evolved over the years, but not in a consistent manner. Due to this inconsistency of the parameters of geographic equity, once the final parameters are decided for the equity analysis, for some investments, Alameda CTC may not necessarily have all the data on hand. Currently the available data set for CIP programming investments is limited to Project Sponsor, Primary Project Mode, and Planning Area. To ensure availability of the requisite data, prior to conducting an equity analysis, Alameda CTC may have to revisit all of its investments, including requesting additional project data from project sponsors. Regarding issue #3 above, since data on sub-modes hasn't been requested of the sponsor an in-depth analysis would need to be

#	Issue	Detailed Description
		conducted by staff to see when and how projects should be assigned to multiple modes.
5	**Internal Roles and Responsibilities**	Geographic equity is not isolated to one particular department within Alameda CTC. The discussion is expounded within long-range planning efforts such as the Countywide Transportation Plan, as well as the near-term implementation of documents such as the Strategic Plan and CIP. It's assumed each document, and each responsible department would perform an equity analysis through a different lens and for varying and required purposes. The need to establish an overall agency approach and coordinated effort between departments is critical to have a unified approach to the equity analysis, including a consistent interpretation of any established data sets.

The issues and challenges presented here require more in-depth discussion between Executive Management and internal departments to identify and finalize an approach to conducting the geographic equity analysis required by the TEP= and requested by the Commission.

The below schedule outlines the timing and milestones required for an October 2020 Committee Item on TEP geographic equity, and is subject to change based on the decided scope of the desired analysis.

Time period	Milestone
By August 28th	• Internal Discussion and direction on an approach to equity methodology and parameters that would satisfy both the TEP requirement and Commission inquiries • Define the scope of the Fall Staff Report • Assign particular departments data collection/consolidation tasks based on above
By September 11th	• Draft Staff Report for circulation and discussion
October Committees and Commission (may float to November)	• Informational Item on funding equity specifically for Measure BB programming distributions to date with limited parameters. OR • Policy Recommendation on Geographic Equity parameters and methodology.

Memorandum

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TO:	2014 Transportation Expenditure Plan Records Archive
FROM:	Programming and Allocations Team
DATE:	August 9, 2020
SUBJECT:	**Measure BB Geographic Equity Five-Year Technical Review**

Summary

The 2014 Transportation Expenditure Plan (TEP) implementation guidelines require Alameda CTC perform a periodic geographic equity analysis to ensure Measure BB funds are distributed across the county in an equitable manner. This memorandum serves to meet the geographic equity analysis requirement.

Background

Per the TEP's Implementation Guidelines #12 and 13 listed below:

12. *Capital Improvement Program Updates: Project descriptions will be detailed and fully defined for inclusion in the Alameda CTC Capital Improvement Program which will be updated every two years and will provide for geographic equity in overall funding allocations. All allocations will be made through a public process.*

13. *Geographic Equity: Funding formulas for all programs will be revisited within the first five years of the Plan implementation to ensure overall geographic equity based on population and/or other equity factors. Funding for capital projects will be evaluated through the biennial capital improvement planning process which will include an evaluation of geographic equity by planning area. (2014 TEP, page 38)*

In general, Alameda CTC programming staff considers meeting the overall intention of the TEP guidelines above through its programming and allocation processes. Geographic equity is considered at the time of programming any Alameda CTC's administered fund sources that are available during a programming event such as the agency's Comprehensive Investment Plan (CIP) programming cycles. Nonetheless, Implementation Guideline #13 requires revisiting the TEP distribution funding formulas within five years after its implementation. Measure BB funds began distribution in 2015. Thus, to satisfy the TEP requirement, an analysis must be completed by the end of 2020.

TEP Distribution Summary

Alameda CTC disburses Measure BB funding through two distinct distribution mechanisms.

1) Direct Local Distributions

The 2014 Measure BB Direction Local Distribution (DLD) funds are distributed directly to twenty local jurisdictions and transit operators as they are received by Alameda CTC in accordance with the provisions set forth in the 2014 TEP and the Master Program Funding Agreements between Alameda CTC and the local jurisdictions. Approximately 53.55 percent of total net Measure BB revenues are set aside for the DLD programs (Transit, Local Streets and Roads, Bicycle and Pedestrian, and Seniors and Peoples with Disabilities).

Each of the DLD programs have prescribed distribution formulas established by the TEP as described in detail by DLD program in Table 1 below,

Table 1: DLD Distribution Formula

No.	Program	% of Net MBB	Distribution Formula
1	Transit Operations, Maintenance, and Safety Program	21.55	• The 21.55% of net MBB revenues is shared across the five transit agencies based on agreed upon and set percentages for the transit agencies. o AC Transit (18.8%) o ACE (1.0%) o BART (0.5%) o LAVTA (0.5%) o Union City Transit (0.25%) o WETA (0.5%)
2	Local Streets Maintenance and Safety	20	• The 20% of net MBB revenues is proportionally shared using a prorated formula carried over from the 2000 Measure B Transportation Expenditure Plan to distribute the funds among Alameda County's four Planning Areas. • Each Planning Area allocation is then distributed to the jurisdictions within the planning area based on the jurisdiction's share of the population and lane miles for the planning area.
3	Bicycle and Pedestrian Infrastructure and Safety	3	• The 3% of net MBB revenue is shared through a population formula that identifies a jurisdictions proportional share based on a jurisdiction's population over the total population of all eligible jurisdictions.

4	Affordable Transit for Seniors and People with Disabilities	9	• The 9% of net MBB revenues is split between the following o Cities (3%) o AC Transit (4.5%) o BART (1.5%) • The Paratransit and Planning Advisory Committee (PAPCO) periodically recommends a distribution formula for the 3%. • Currently the distribution formula consists of a share-based population by planning area, and then within each planning area • Population is established by eligible seniors over a certain age and socio-economic status based on US Census data and or the America Community Survey.
	Total	**53.55**	

2) Reimbursements Basis (Capital Commitment Allocations and Grants Funds) Measure BB is dispersed on a reimbursement basis for specifically identified capital commitments in the TEP, and discretionary programs such as competitive bicycle/pedestrian grant programs or discretionary capital commitments such as the Three Major Trails commitment.

   Alameda CTC authorizes the programming and allocation of this category of funding through Comprehensive Investment Plan (CIP) process. Jurisdictions must submit project information that establishes the project need, benefits, and allocation readiness which may compete against other funding requests.

TEP Baseline Equity Distribution by Planning Area

Alameda CTC planning processes have broken up Alameda County into four distinct planning areas for planning purposes. The four planning areas, and the jurisdictions that make up the planning areas are defined in the following Table 2: Alameda CTC's Planning Areas.

Table 2: Alameda CTC's Planning Areas

Planning Areas	Jurisdictions
Planning Area 1 (PA1) North Area	• Alameda • Albany • Berkeley • Emeryville • Oakland • Piedmont
Planning Area 2 (PA2) Central Area	• Hayward • San Leandro

	• Unincorporated areas of Castro Valley and San Lorenzo, as well as other unincorporated lands in that area
Planning Area 3 (PA3) South Area	• Fremont • Newark • Union City
Planning Area 4 (PA4) East Area	• Dublin • Livermore • Pleasanton, and all unincorporated lands in that area

In November 2014, Alameda County voters approved the $7.8 billion TEP that established the baseline distribution of sales tax revenues by planning area based on 1) the geographic location of named capital commitments were geographically located, 2) the DLD formula allocation methodology noted earlier, and 3) a general assumed even distribution of competitive program funds.

Thus, in comparing the final TEP funding distribution to the population by planning area, the TEP indicates a consistent sales tax funding distribution by planning area population with an estimated +/- 1.7 percent variance as shown in Table 3 below.

Table 3: Baseline 2014 TEP Distribution by Planning Area Population Analysis

	PA 1	PA 2	PA 3	PA 4
TEP Distribution	42.5%	22.8%	19.9%	14.9%
Population Share	40.8%	24.2%	21.6%	13.4%
Variance	1.7%	-1.4%	-1.7%	1.5%

The TEP distribution percentage by planning area shown in Table 3 defines the TEP Baseline Equity Distribution over the entirety of the thirty-year expenditure plan. It is noted that PA1 and PA4 contain a slightly greater share of the TEP than PA2 and PA3. This equity difference is generally considered when programming other funding other than TEP funds.

Overall, the TEP Baseline Equity Distribution mirrors closely to the population share distribution by planning area.

Current Programming and Planning Area Equity Snapshot

Since the passage of Measure BB, Alameda CTC has programmed and distributed over $1.1 billion in sales tax revenues across the county from July 2015 thru June 2020.

This $1.1 billion includes $795 million programmed through the CIP (as of the 2020 CIP Update, approved May 2020) and $318 million in formulaic DLD funds.

Table 4 below compares the 2014 TEP baseline distribution targets with the actual programming distributions thru June 2020.

Table 4: 2014 TEP Baseline Distribution Comparison to Actual Programming (2015 to 2020)				
	PA 1	**PA 2**	**PA 3**	**PA 4**
TEP Baseline	42.5%	22.8%	19.9%	14.9%
Actual Program	39.9%	20.9%	15.9%	23.3%
Variance	-2.6%	-1.9%	-4.0%	8.4%

As it stands, the current Measure BB programming favors PA4 largely due to the immediate implementation readiness of those projects and programs within this planning area. As projects in other planning areas move further from project development phases and into higher dollar design and construction phases, Measure BB will be programmed accordingly to further achieve a balance and adherence to the TEP Baseline Equity Distribution targets.

Reviewing the TEP Equity Distribution

Per Implementation Guideline #13, Alameda CTC must review the TEP Equity Distribution. As such, this review examines the following

1. Alternative TEP Baseline Comparison that considers population alone, rather than 50% Population and 50% Lane Miles as the primary distribution by planning area.
2. DLD Formula Allocations and Named Capital Commitments by Planning Area
3. Other Equity Considerations

1. *Alterative TEP Baseline Comparison – Population Alone vs 50% Population and 50% Lane Miles*

   The TEP equity analysis considers population share by planning area which is a traditional means of isolating equity targets for jurisdictions/geographic areas. As an alternative, some local and state programs have adopted equity analytics that factors a 50% population and 50% lane mile formula. Table 5 below compares the two approaches for Alameda County.

Table 5: Population Only vs 50% Population/50% Lane by Planning Area				
	PA 1	**PA 2**	**PA 3**	**PA 4**
50% Pop. – 50% Lane Miles	41.1%	22.6%	19.4%	16.9%
Population only	40.8%	24.2%	21.6%	13.4%

There is a greater favorability of distributions (up to 3.8% percent) towards P2 and P3 when considering the population alone distribution.

Secondly, in comparing the TEP Baseline Equity Distribution to a distribution share based on 50% population and 50% lane miles, there is only a +/- 2.0 percent variance among the planning areas (see Table 6 below).

Table 6: 2014 TEP Baseline Distribution Comparison to 50% Population/50% Lane Factor				
	PA 1	**PA 2**	**PA 3**	**PA 4**
TEP Baseline	42.5%	22.8%	19.9%	14.9%
50% Pop. – 50% Lane Miles	41.1%	22.6%	19.4%	16.9%
Variance	1.4%	0.2%	0.5%	-2.0%

This variance is slightly higher than the population only factor analysis (shown in Table 3), but there is lesser variance between PA2 and PA3. On face value, the lesser variance indicates a more equitable distribution for PA2 and PA3. However, when considering numerical lane miles by planning area, this metric may not offer a full indication of usage of roadway corridors in a particular area such as commute patterns, traffic demand, and points of destinations. PA2 and PA3 lies in the heart of Alameda County's geographic layout with the I-880 serving as a major north-south commute corridor, and the daily pass-through traffic (which is difficult to ascertain) may be higher than the lane-miles alone show in these communities.

Therefore, the 50% population and 50% lane miles factorization remains the preferred mechanism to distribute the DLDs in order to maintain population equity over the entire TEP.

2. *DLD Formula Allocations by Planning Area*

The Measure BB DLD distribution funding formula is consistent with the 2000 Measure B Transportation Expenditure Plan as it considers population and lane mile (where applicable) distributions by planning area. and then a share by jurisdiction within the planning areas. However, a notable difference between the two expenditure plans is a lesser amount of sale tax dollars is carved towards formulaic DLD programs. The 2000 Measure B set aside close to 60% of net revenues for the DLD programs, where as the 2014 TEP set aside 53.55%. The Local Streets and Roads DLD program saw a notable percentage reduction from 22.73% to 20.0%, which reduced the annual amount typically received by a jurisdiction for their local transportation programs.

Generally, this reduction is "made up" as the named capital commitments and discretionary funds are factored into the overall distributions by planning area. As previously shown the share of the TEP overall, by population share shows an even distribution of the TEP with no planning area significantly earning more than its population share.

Table 3: Baseline 2014 TEP Distribution by Planning Area Population Analysis				
	PA 1	**PA 2**	**PA 3**	**PA 4**
TEP Distribution	42.5%	22.8%	19.9%	14.9%
Population Share	40.8%	24.2%	21.6%	13.4%

3. *Other Equity Considerations*

Besides funding equity by geographic location, there are other equity considerations that Alameda CTC reviews to ensure that the Measure BB dollars and all other Alameda CTC administered funds are distributed across the planning areas.
Alameda CTC traditional programming and allocation practices considers an array of equity considerations ranging from:

1. Fund source specific, or in the totality of all Alameda CTC Administered Funds
2. Modal Equity considerations (transit, bicycle/pedestrian, highway, freight/rail)
3. Population based equity by the four planning areas
4. Lane miles and/or commute patterns such as Average Daily Traffic (ADT).
5. Population and lane miles by the four planning areas.
6. Communities of Concern within a jurisdiction/ planning area.

These equity factors are included in project selection evaluation criteria specifically, or considered overall during the final proposal of a program of projects during a CIP programming cycle. Alameda CTC will continue to consider Measure BB funding distribution to support efforts to achieve the equity established in the TEP at the time of its passage.

Conclusion/Recommendation

In consideration of the above, it is not recommended to change the TEP funding formula, methodologies to determine the equitable share, or procedures to administered the DLD, named commitments, or the discretionary funds.

The original funding distribution in the TEP established a notably closely even distribution of sales tax dollars by planning area in terms of population share.

This analysis included a consideration on comparing the distribution share against 50-% population and 50%-lane miles distribution formula, instead of just population only. The difference between the two comparisons were very minimal, and it is recommended to continue to base an overall TEP equity analysis on population alone. Alameda CTC programming process that factor in other equity considerations help achieve efforts to make the sales tax dollars equity on a geographic, land use, socio-economic, and multi-modal scale.

Additionally, to adjust the TEP to get a net zero between the various between planning areas would require an amendment to the TEP. The amendment would include a change to the DLD funding distribution percentage share and formula methodology, or the amount of named commitments to projects in particular planning areas.

The +/-1.7% variance between the TEP distribution and the planning area population share does not merit a critical need to amend the TEP to reduce the variance share between the planning areas.

ALAMEDA County Transportation Commission
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Planning, Policy and Legislation Committee Meeting Agenda
Monday, September 14, 2020, 11:30 a.m.

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at vlee@alamedactc.org by 5:00 p.m. the day before the scheduled meeting. Submitted comments will be read aloud to the Commission and those listening telephonically or electronically; if the comments are more than three minutes in length the comments will be summarized. Members of the public may also make comments during the meeting by using Zoom's "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can use "Star (*) 9" to raise/ lower your hand. Comments will generally be limited to three minutes in length.

Committee Chair:	Elsa Ortiz, AC Transit	Executive Director:	Tess Lengyel
Vice Chair:	Barbara Halliday, City of Hayward	Staff Liaison:	Carolyn Clevenger
Members:	Jesse Arreguin, Keith Carson, Marilyn Ezzy Ashcraft, Scott Haggerty, Rebecca Kaplan, Nick Pilch, Richard Valle	Clerk of the Commission:	Vanessa Lee
Ex-Officio:	Pauline Russo Cutter, John Bauters		

Location Information:

Virtual Meeting Information:	https://zoom.us/j/94679338490?pwd=NENwNzBvN1RLV3YxcFlFRWNxTWhyZz09 **Webinar ID: 946 7933 8490** **Password: 671619**
For Public Access Dial-in Information:	**(669) 900-6833** **Webinar ID: 946 7933 8490** **Password: 671619**

To request accommodation or assistance to participate in this meeting, please contact Vanessa Lee, the Clerk of the Commission, at least 48 hours prior to the meeting date at: vlee@alamedactc.org

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar

		Page	Action
4.1.	Approve July 13, 2020 PPLC Meeting Minutes	1	A
4.2.	Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments	5	I
4.3.	Approve issuance of a Request for Proposals for Paratransit Coordination Services	7	A
4.4.	Federal, state, regional, and local legislative activities update	9	A/I

5. Regular Matters

5.1.	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment	15	A

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, October 12, 2020

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda, submit an email to the clerk or use the Raise Hand feature or if you are calling by telephone press *9 prior to or during the Public Comment section of the agenda. Generally public comments will be limited to 3 minutes.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the website calendar.

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Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair
Councilmember John Bauters
City of Emeryville

AC Transit
Board Vice President Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezzy Ashcraft

City of Albany
Mayor Nick Pilch

City of Berkeley
Mayor Jesse Arreguin

City of Dublin
Mayor David Haubert

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Mayor John Marchand

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Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont
Mayor Robert McBain

City of Pleasanton
Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

Alameda CTC Schedule of Upcoming Meetings
September and October 2020

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	September 24, 2020 October 22, 2020
9:00 a.m.	Multi-Modal Committee (MMC)	October 12, 2020
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
1:00 p.m.	Audit Committee	October 22, 2020

Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	October 8, 2020
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	October 13, 2020
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	October 26, 2020

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. Meeting materials, directions and parking information are all available on the Alameda CTC website. Meetings subject to change.

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1. **Call to Order**

2. **Roll Call**
   A roll call was conducted. All members were present.

3. **Public Comment**
   There were no public comments.

4. **Consent Calendar**
   - **4.1. Approve June 8, 2020 PPLC Meeting Minutes**
   - **4.2. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments**

   Commissioner Pilch wanted more information on the Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments. Ms. Lengyel stated that this is part of the CMP and staff assess plans and environmental documents based on established thresholds and reviews for potential impacts related to the CMP.

   Commissioner Pilch moved to approve the Consent Calendar. Commissioner Ezzy Ashcraft seconded the motion. The motion passed with the following roll call votes:

Yes:	*Arreguin, Bauters, Carson, Cutter, Ezzy Ashcraft, Haggerty, Halliday, Kaplan, Ortiz, Pilch, Valle*
No:	*None*
Abstain:	*None*
Absent:	*None*

5. **Regular Matters**
   - **5.1. 2020 Countywide Transportation Plan: Draft Recommendations and COVID-19 Strategies**

   Carolyn Clevenger and Kristen Villanueva presented an overview of the draft 2020 Countywide Transportation Plan (CTP) recommendations, including the draft final countywide 10-year priority project list, draft final strategies, draft near-term priority actions, long-term projects, and programmatic investment types, as well as the approach to addressing COVID-19 in the CTP. Ms. Clevenger asked the committee to discuss/answer the following:
   - Are there any final comments on the core recommendations?
     - Draft final countywide 10-year priority project list
     - Draft final strategies & near-term priority actions

- Are there any comments on the approach to addressing COVID-19 in the CTP and our interim actions?

Ms. Lengyel said Alameda CTC will get public comments that will be incorporated with the comments from the Committee and staff will bring the final CTP to the Commission for approval later this fall.

Commissioner Pilch commented on equity and expressed support for the efficient use of transportation funds to make sure that transit is a viable option for everyone that needs to use it. He noted that fare box recovery is difficult during the pandemic, and he also stated that bicycle and pedestrian projects are also an efficient use of funds. He suggested not incentivizing single occupancy vehicles and noted these vehicles should not be allowed in HOV lanes at all.

Commissioner Halliday commented on BART ridership and expressed concerns that more congestion on the highways may cause less focus and investment in transit. She asked that staff monitor the trends and identify ways to support transit. She also requested that staff focus on providing outreach to groups such as rotary clubs that are already meeting remotely during this time.

Commissioner Ezzy Ashcraft highlighted equity as a cross cutting strategy to reach all communities and she suggested working with transit agencies to protect riders. She noted that for BART and AC Transit specifically, the homeless situation during the time of COVID-19 is dire and she stressed the need to connect the homeless population with services.

Commissioner Arreguin commented on the need to provide ongoing operating funds in support of existing transit operators and to address an immediate issue of keeping transit agencies in operation and maintaining core service.

Commissioner Kaplan commented on equity and stated that the agency needs to support robust transit operations to allow for social distancing.

Commissioner Ortiz asked if fares for low income residents were mentioned in the presentation. Ms. Clevenger stated that she mentioned the Metropolitan Transportation Commission (MTC) Clipper START Program will kick off the week of July 13th. Commissioner Ortiz said that AC Transit would like to participate; however, the cost and reimbursement is an issue since most of AC Transit riders are low income.

This item is for information only.

5.2. Approve Updated Plan Bay Area 2050 Project List and Performance Strategies for Alameda County for Submittal to the Metropolitan Transportation Commission
Tess Lengyel noted that Plan Bay Area 2050 is Regional Transportation Plan (RTP) that is developed by MTC/ABAG. Alameda CTC needs to submit a final list of projects to feed into the RTP by the end of July. Carolyn Clevenger stated that the final list of projects will go to the full Commission for approval in July and Alameda CTC will submit to MTC/ABAG the final list of projects along with final commitments

for projects that MTC raised concerns about. Ms. Clevenger highlighted the key issues that staff is working on with MTC.

Commissioner Cutter asked why not make the Altamont Corridor Express (ACE) train a more robust system until Valley Link is onboard. Ms. Clevenger stated that Alameda CTC will continue to advocate for ACE service increases; however, MTC raised concerns about the ACE Service Increases based on results of the equity analysis.

Commissioner Haggerty commented that ACE is working closely with Valley Link and BART and he noted that since Valley Link will run largely on a rail line that Alameda County owns, ACE will need to negotiate traffic rights with Union Pacific Railroad.

Commissioner Halliday asked if there is a timing issue if MTC puts Valley Link in the 2035 to 2050 time frame. Ms. Lengyel stated that this is the first time the RTP has had to be broken up into two separate tranches of time. The California Air Resources Board has established a greenhouse gas (GHG) per capita reduction of 19 percent by 2035, and MTC is required to break the RTP into two tranches of time to evaluate and make sure they can meet the GHG reductions for each time period. Alameda CTC is looking for written clarifications from MTC to inform the agency of the implications of having projects in the second period.

Commissioner Halliday asked if there is a time limitation of Measure BB funds to be used for Valley Link. Ms. Lengyel stated that the 2014 Transportation Expenditure Plan (TEP) has implementing guidelines and one of the guidelines is the timely use of funds. Valley Link would be required to complete its environmental clearance and secure full funding within seven years of any TEP amendment.

Commissioner Haggerty thanked Alameda CTC, MTC, and Fremont for working together on the SR-262 Widening and Interchange Improvements project. In relationship to the Valley Link, the MTC Commission requested staff to bring options to the MTC Commission to include Valley Link in the first tranche of time of the RTP at its next meeting.

Commissioner Ezzy Ashcraft requested an update on Regional Measure (RM) 3 projects/funds. Ms. Lengyel stated said that the courts cleared RM 3 funding.

5.3. Federal, state, regional, and local legislative activities update
Tess Lengyel stated that in the interest of time, staff could refrain from presenting this item. Chair Ortiz agreed not to have this item presented by staff.

This item is for information only.

6. Committee Member Reports
There were no member reports.

7. **Staff Reports**
   There were no staff reports.

8. **Adjournment/ Next Meeting**
   The next meeting is: September 14, 2020 at 11:30 a.m.

DATE:	September 4, 2020
TO:	Planning, Policy and Legislation Committee
FROM:	Saravana Suthanthira, Principal Transportation Planner Chris G. Marks, Associate Transportation Planner
SUBJECT:	Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

Recommendation

This item updates the Commission with a summary of Alameda CTC's review and comments on Environmental Documents and General Plan Amendments. This item is for information only.

Summary

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

Since the last update on July 13, 2020, Alameda CTC has not reviewed any environmental documents.

Fiscal Impact: There is no fiscal impact. This is an information item only.

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DATE:	September 4, 2020
TO:	Planning, Policy and Legislation Committee
FROM:	Carolyn Clevenger, Deputy Executive Director of Planning and Policy Krystle Pasco, Associate Program Analyst
SUBJECT:	Approve issuance of a Request for Proposals for Paratransit Coordination Services

Recommendation

It is recommended that the Commission approve the issuance of a request for proposals (RFP) for Professional Services to provide Paratransit Coordination Services.

Summary

The Alameda County Transportation Commission (Alameda CTC) contracts on a periodic basis with a number of professional services consultant firms to assist staff in providing a range of types of general administration services, including, but not limited to, general counsel, media and public relations, outreach, technical assistance, and project and program management. The Paratransit Program similarly relies on professional services consultant firms to carry out the various programmatic activities noted in the 2000 Measure B and 2014 Measure BB Transportation Expenditure Plans (TEPs) for funding related to transportation for seniors and people with disabilities. The current Paratransit Coordination Services contract is due to expire at the end of fiscal year (FY) 2020-21; therefore, a release of an RFP in fall 2020 is necessary to ensure the uninterrupted continuation of professional services support for the paratransit program into FY 2021-22 and beyond.

Background

Alameda CTC has a robust and multi-faceted Transportation for Seniors and People with Disabilities (Paratransit) Program that funds and manages a range of services. The 2000 Measure B Transportation Expenditure Plan allocates 10.45 percent of net revenues and the 2014 Measure BB TEP allocates 10 percent of net revenues to the Paratransit Program. Approximately 9 percent of net revenues from each TEP is distributed to agencies on a monthly basis as Direct Local Distribution (DLD) funding for ADA-mandated services and City paratransit programs. The remaining funding is distributed as grants on a discretionary basis as part of the agency's Capital Improvement Program (CIP). As set forth in the expenditure plans, the Paratransit Advisory and Planning Committee (PAPCO), a 23-member committee of seniors and people with disabilities, is responsible for providing recommendations to the

Commission related to all funding for transportation for seniors and people with disabilities. The Paratransit Technical Advisory Committee (ParaTAC), comprised of City and transit operator staff, mostly program sponsors who receive funds, also provides input to Alameda CTC staff related to management of direct ADA-mandated services and City paratransit programs. Alameda CTC staff strategically collaborates and coordinates with PAPCO and ParaTAC with the support of the professional services consultant to deliver the full breadth of the paratransit program.

Professional Services Contract

Alameda CTC intends to retain a professional services consultant or consultant team with expertise in the management and oversight of transportation services and programs targeted towards seniors and people with disabilities, including: public meeting facilitation and coordination; administration and coordination of local, regional, state and federal grant funding; outreach and information services; coordination with partner agencies; development and management of countywide initiatives; and technical assistance.

Under the direction of and in close coordination with Alameda CTC staff, this consultant team, known as the Paratransit Coordination Team (Team), is responsible for a range of activities. The Team coordinates, monitors, conducts reporting activities, researches, and advises Alameda CTC on funding programs for seniors and people with disabilities, including Measure B and Measure BB Paratransit Program funding, and any other local, regional, state and federal funds or funding programs, including the Federal 5310 program. The Team is also responsible for facilitating, providing materials for and documenting Paratransit Program meetings (i.e., plans, coordinates, documents, and staffs PAPCO and ParaTAC meetings), as well as meetings with other organizations, as necessary. The Team is also responsible for performing technical studies, conducting research on best practices, and other technical assistance to support implementation of the Paratransit Program.

Fiscal Impact: The Paratransit Coordination Services contract will be negotiated and the final budget will be included in Alameda CTC's annual proposed budget for Commission approval.

DATE:	September 4, 2020
TO:	Planning, Policy and Legislation Committee
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	Federal, state, regional, and local legislative activities update

Recommendation

This item is to provide the Commission with an update on federal, state, regional, and local legislative activities.

Summary

The September 2020 legislative update provides information on federal and state legislative activities. Given the dynamic nature of the state and federal government's responses to the COVID-19 pandemic and the timing of the end of the legislative session in Sacramento, additional updates will be provided at the Commission meeting.

Background

The Commission approved the 2020 Legislative Program in January 2020. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy.

Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative and policy updates. Attachment A is is the Alameda CTC adopted legislative platform.

State Update

The State legislature convened for a shortened session in August. Staff is currently reviewing final actions on bills and will provide an update by the Commission meeting.

Federal Update

There has been no progress on additional COVID-19 stimulus legislation or a new reauthorization of the surface transportation program. The House, Senate and White House are at an impasse and continuing resolutions for the surface transportation bill appear likely through the November elections. Staff continues to monitor potential infrastructure-related stimulus efforts but no significant action is anticipated. Any updates will be provided at the September meetings.

Fiscal Impact: There is no fiscal impact. This is an information item only.

Attachment:

A. Alameda CTC 2020 Legislative Program

2020 Alameda County Transportation Commission Legislative Program

The legislative program herein supports Alameda CTC's transportation vision below adopted for the 2020 Countywide Transportation Plan:

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

- ***Accessible, Affordable and Equitable*** *– Improve and expand connected multimodal choices that are available for people of all abilities, affordable to all income levels and equitable.*
- ***Safe, Healthy and Sustainable*** *– Create safe facilities to walk, bike and access public transportation to promote healthy outcomes and support strategies that reduce adverse impacts of pollutants and greenhouse gas emissions by reducing reliance on single-occupant vehicles.*
- ***High Quality and Modern Infrastructure*** *– Upgrade infrastructure such that the system is of a high quality, is well-maintained, resilient and maximizes the benefits of new technologies for the public.*
- ***Economic Vitality*** *– Support the growth of Alameda County's economy and vibrancy of local communities through an integrated, reliable, efficient, cost-effective and high-capacity transportation system."*

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	• Oppose efforts to repeal transportation revenues streams enacted through SB1. • Support efforts that protect against transportation funding diversions. • Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures. • Support the implementation of more stable and equitable long-term funding sources for transportation. • Ensure fair share of sales tax allocations from new laws and regulations • Seek, acquire, accept and implement grants to advance project and program delivery.
	Protect and enhance voter-approved funding	• Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. • Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs, including funding to expand the Affordable Student Transit Pass program. • Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. • Support efforts that streamline financing and delivery of transportation projects and programs. • Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. • Support statewide principles for federal surface transportation reauthorization and/or infrastructure bills that expand funding and delivery opportunities for Alameda County.
Project Delivery and Operations	Advance innovative project delivery	• Support environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods.
	Ensure cost-effective project delivery	• Support efforts that reduce project and program implementation costs. • Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforce training programs.
	Protect the efficiency of managed lanes	• Support HOV/managed lane policies that protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement. • Support high-occupancy vehicle (HOV)/express lane expansion in Alameda County and the Bay Area, and efforts that promote effective and efficient lane implementation and operations. • Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.
	Reduce barriers to the implementation of transportation and land use investments	• Support legislation that increases flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs.

Issue	Priority	Strategy Concepts
Multimodal Transportation, Land Use and Safety		• Support local flexibility and decision-making regarding land-uses for transit oriented development (TOD) and priority development areas (PDAs). • Support funding opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.
	Expand multimodal systems, shared mobility and safety	• Support policies that provide increased flexibility for transportation service delivery through programs that address the needs of commuters, youth, seniors, people with disabilities and low-incomes, and do not create unfunded mandates. • Support policies that enable shared mobility innovations while protecting the public interest, including allowing shared and detailed data (such as data from transportation network companies and app based carpooling companies) that could be used for transportation and land use planning and operational purposes. • Support investments in active transportation, including for improved safety and Vision Zero strategies. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education; and address parking placard abuse. • Support parity in pre-tax fringe benefits for public transit, carpooling, and vanpooling and other modes with parking. • Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring. • Support efforts to increase transit priority throughout the transportation system, such as on freeway corridors and bridges serving the county.
Climate Change and Technology	Support climate change legislation and technologies to reduce greenhouse gas (GHG) emissions	• Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including transitioning to zero emissions transit fleets and trucks. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions. • Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning. • Support the expansion of zero emissions vehicle charging stations. • Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools.
Rail Improvements	Expand goods movement and passenger rail funding and policy development	• Support a multimodal goods movement system and passenger rail services that enhance the economy, local communities, and the environment. • Support policies that enhance Bay Area goods movement and passenger rail planning, funding, delivery and advocacy. • Support legislation and efforts that improve the efficiency and connectivity of the goods movement system, including passenger rail connectivity. • Ensure that Alameda County goods movement needs and passenger rail needs are included in and prioritized in regional, state and federal goods movement planning and funding processes. • Support rewarding Self-Help Counties that directly fund goods movement and passenger rail infrastructure and programs. • Leverage local funds to the maximum extent possible to implement goods movement and passenger rail investments in Alameda County through grants and partnerships with regional, state and federal agencies.
Partnerships	Expand partnerships at the local, regional, state and federal levels	• Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional and interregional transportation problems and support governmental efficiencies and cost savings. • Partner to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs.

Issue	Priority	Strategy Concepts
		• Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.

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DATE:	September 4, 2020
TO:	Planning, Policy and Legislation Committee
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Recommendation

It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request (Attachment A) for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and 4) make associated technical amendments. The Commission Plan Amendment Resolution recommended for approval is included as Attachment B and the proposed 2014 Measure BB Expenditure Plan redline markups and technical amendments are detailed in Attachment C. This is an action item and requires majority approval at the Planning, Policy and Legislation Committee (PPLC) and 2/3 of the Authorized vote for approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Summary

The 2014 Measure BB TEP included $400 million for BART to Livermore. Since that time, a significant number of developments have occurred on the project and in the project area, as detailed in the Project Background section of this memo. The TVSJVRRA was created by the State Legislature in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

In 2017, BART released the Draft Environmental Impact Report for BART to Livermore. In May 2018 the BART Board voted to certify the Final EIR. The Board also passed a motion directing the General Manager to not advance an alternative, effectively passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in

July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link. The TVSJRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the $400 million from the BART to Livermore TEP project to Valley Link.

The TEP amendment process, as detailed later in this memo, requires a 45-day comment period by jurisdictions in Alameda County. The Commission approved initiation of the comment period on May 28, 2020. Alameda CTC staff provided notification to the governing boards of all cities, the county and transit operators in Alameda County who are represented on the Alameda CTC Commission of a 45-day comment period regarding the proposed amendment, which included direction on how comments must be submitted to the Commission. The notifications were sent via email and hard copy through the US Postal Service on May 29, 2020. The comment period ended on July 13, 2020. Comments received by August 28, 2020 are included in the summary matrix of comments and responses included as Attachment D; full text of the comment letters are included in Attachment E. Any comments received thereafter and up to 5pm on September 11, 2020 will be included in a handout provided to the Commission and posted on the Alameda CTC website the day of the PPLC meeting.

Staff will present a summary of the comments received during the comment period to PPLC for its consideration. PPLC must approve by a majority vote to advance the item to the full Commission for final action on the proposed TEP amendment. A 2/3 Authorized vote by the Commission is needed to amend the TEP, per the TEP Implementing Guidelines.

The proposed amendment includes the following elements, which are documented in Attachments B and C:

1) Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds (Attachment B, Plan Amendment Resolution).
2) Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.
3) Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.
4) Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above (as shown in Attachment C, TEP Redline Markups).

Comments Received

Per the TEP Implementing Guidelines, the comment period for a TEP Amendment is a comment period for jurisdictions in Alameda County. Comments received by the public and advocacy organizations are also included for the Commission's consideration. All

comments received are included as Attachment E. The information below summarizes key themes and comments received; a complete documentation of comments and responses are included in Attachment D.

Table 1. Summary of Support or Opposition to TEP Amendment

Agency	**Support**	**Oppose**	**Questions/ concerns**
AC Transit – General Manager, not Board			●
Alameda County Board of Supervisors	●		
BART – Board Member McPartland	●		
BART – General Manager, not Board	●		●
City of Dublin	●		
City of Livermore	●		
City of Pleasanton	●		
City of Union City	●		
LAVTA	●		
San Joaquin Regional Rail Commission	●		
Organizations and Public	**Support**	**Oppose**	**Questions/ concerns**
Alameda County Taxpayers Association		●	
Bay Area Council	●		
Bay Area Transportation Working Group		●	
Bike East Bay			●
Building and Construction Trades Council of Alameda County, AFL-CIO	●		
Chabot Las Positas College	●		
Hacienda Business Park Owners Association	●		
Innovation Tri-Valley Leadership Group	●		
Jon Spangler		●	●
Laborers' Local 304	●		
Law Offices of Jason Bezis		●	●
Livermore Valley Chamber of Commerce	●		
Pleasanton Chamber of Commerce	●		
Sierra Club		●	●
Train Riders Association of California		●	●

Key Themes from Comments

Support

Comments expressing support for the TEP Amendment focused on project benefits and the need for rail in the Tri-Valley. The three cities in the Tri-Valley, along with the Board of Supervisors, Union City, the BART Board representative, LAVTA and the San Joaquin Regional Rail Commission all submitted strong letters of support. In addition, chambers of commerce/business groups and labor expressed support for the TEP Amendment and the

Valley Link project. Full documentation of comments and responses are included in Attachments D and E; key benefits noted by commenters include:

- fulfills a commitment made to the Tri-Valley to advance rail connectivity to Livermore
- assures Tri-Valley residents will benefit from the taxes they have paid
- reduction of over 99.4 million Vehicle Miles Traveled
- reduction of over 33,000 metric tons of greenhouse gas emissions per year
- supports advancement of transit-oriented development
- protects open space
- supports businesses in the Tri-Valley by providing easy and convenient access
- provides an estimated 22,000 jobs during construction and between $2.6 billion and $3.5 billion in revenues

Oppose/Concerns Raised

Comments in opposition of the TEP Amendment included a number of key themes that were repeated across multiple commenters, summarized below. Full documentation of comments and responses are included in Attachments D and E.

- Timing of Amendment and impacts of COVID-19: Commenters raised concerns that the TEP Amendment is being rushed. Commenters stated that there is no valid reason to amend the TEP at this point in time, and that the amendment should be delayed until the project's Environmental Impact Report (EIR) is available and the impacts of the COVID-19 pandemic on sales tax revenues and transit ridership are better understood.

  Response:
  - Overall timeframe: The TVSJVRRA submitted a request for the TEP Amendment in September 2019. Since that time, Alameda CTC staff has worked with TVSJVRRA staff as well as partner agencies to better understand the project, including detailed discussions regarding potential impacts on the I-580 Express Lanes and the potential funding plan. The ability to leverage local sales tax dollars to secure competitive regional, state and federal funds is a key principle of local sales taxes. By being able to show a commitment of local funding, the project will be more competitive for regional, state and federal funding.

  - EIR: As with all projects in the 2014 TEP, the project must meet specific environmental deadlines and comply with regional, state and federal requirements. The TEP does not require that projects must complete an environmental document before being in the plan, nor does it require that full funding is required before being in the plan. Every project in the 2014 TEP has a funding shortfall; the sales tax dollars are intended to be leveraged with other local, regional, state and federal funds to deliver the projects.

Most of the named capital projects in the 2014 TEP did not have completed EIRs when the TEP was approved by voters. Only four of the 21 specifically named capital projects in the TEP had an approved EIR when the TEP was approved by voters. The Draft EIR is anticipated to be released in fall 2020.

- COVID-19: The long-term travel impacts of COVID are unknown at this time. It is unclear when the region and country will start to have a better understanding of mid- and long-term impacts of the COVID-19 pandemic on travel patterns, and transit in particular. In developing the region's long-range transportation plan, Plan Bay Area 2050, MTC's direction is to assume that long-term travel and development patterns do not significantly change as a result of COVID-19; rather those impacts are largely concentrated in the early (first 10) years of the Plan. Projects under development within the Bay Area must be consistent with MTC's long-range plan.

  Alameda CTC is carefully monitoring the impact of COVID-19 on sales tax revenues. Sales tax revenues are received from the California Department of Tax and Fee Administration (CDTFA) two months in arrears, and staff has been updating the Commission as data becomes available.

  Alameda CTC has not developed a 5-year sales tax revenue projection at this point given the large uncertainties regarding the depth and breadth of the recession and the lack of sales tax receipt data received to date. Revenue projections for FY2020-21 were included in the agency budget that was adopted in May 2020. The budget for sales tax revenues for FY2020-21 will be updated if and when appropriate based on data received from the CDTFA.

- Inadequate public noticing: Commenters raised concerns that the proposed TEP Amendment was not noticed to the public or posted on the Alameda CTC website. Requests were made for more time for the comment period, and for all comments to be posted by the end of July.

  Response: The comment period, per the TEP Implementing Guidelines for a proposed TEP Amendment, is a comment period for jurisdictions. As noted above, following the Commission's May 28, 2020 approval to initiate the comment period, Alameda CTC staff provided notification to the governing boards of all cities, the county and transit operators in Alameda County who are represented on the Alameda CTC Commission, which included direction on how comments must be submitted to the Commission. The notifications were sent via email and hard copy through the US Postal Service on May 29, 2020. Per the direction of the Commission at its May meeting, staff were directed to include the full set of comments received in the PPLC materials and distribute those in advance of the meeting per standard Commission processes.

- Insufficient alternatives analysis and interest in other transit investments in the corridor: Commenters stated that there had been insufficient analysis of alternatives, with specific focus on further analysis of a bus alternative in order to determine if there are better, more efficient uses of the funding. In addition, BART and other commenters raised concerns regarding ensuring full understanding of and eligibility for BART core system impacts as part of the project and potential uses of the $400 million. A few commenters specifically referenced TEP Implementing Guideline #22 as a reason other projects could be eligible for the funding.

  Response: Extensive alternatives analysis has been completed in the 580 corridor as part of previous BART studies and environmental impact reports. BART conducted extensive alternatives analysis, as both part of the 2010 Program Environmental Impact Report (EIR) and as part of the subsequent Project EIR certified in 2018. The 2010 Program EIR included analysis of 10 alignment alternatives. The Project EIR included extensive analysis of four alternatives plus a no project alternative. The alternatives included and Express Bus/Bus Rapid Transit Alternative and an Enhanced Bus Alternative. Details of the alternatives can be found here. The analysis included detailed evaluation of potential benefits and impacts, including but not limited to: ridership, vehicle miles traveled, greenhouse gas emissions, capital and operating costs, travel times, integration with land use, and cost-effectiveness. The BART Project EIR found mixed performance results for the alternatives. While the cost per new rider for the Express Bus/BRT option was lower than for the rail alternatives, the rail alternatives carried significantly more riders and resulted in a higher reduction in vehicle miles traveled.

  In developing the Valley Link Feasibility Report, and continuing in the EIR, the TVSJVRRA is evaluating alternatives, building off of the work done by BART as well as by ACE as part of the ACE Forward analysis. The Feasibility Report included analysis of express bus alternative that included operating as bus on shoulder to provide a more time-competitive service, and focused on a limited set of stations mirroring the proposed rail service. The Feasibility Report found, consistent with the BART findings, that while express bus alternatives could be delivered at a fraction of the cost, the potential ridership benefits and greenhouse gas emission reductions were significantly higher for the rail alternative. An additional evaluation of alternatives will be released as part of the Valley Link Draft EIR.

  The TEP #22 Guideline notes, "Fund Allocations: Should a planned project become undeliverable, infeasible or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be reallocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC." The Valley Link project is a Transit project as is the

BART to Livermore Project and it is at the Commission's discretion to act on a plan amendment to use these funds for transit purposes.

Based on current ridership forecasts developed by the TVSJVRRA, it appears that there may be some degree of impact to the BART core system in the 2040 horizon. The TVSJVRRA has proposed to enter into an MOU with BART to address these future potential impacts. BART and the TVSJVRRA continue to work closely to fully identify and understand all potential impacts and benefits. Faregate modernization for non-Valley Link stations does not appear to be directly linked to impacts of the Valley Link project.

- Benefits to San Joaquin County and not Alameda County: A number of commenters raised concerns that Alameda County residents would not benefit from the project, but instead the project will primarily benefit San Joaquin County residents. In addition, concerns were raised that San Joaquin County has not committed funding to the project.

  Response: As required by the TEP, expenditures from Measure BB will only be spent on transportation improvements in Alameda County. The project as defined will benefit Alameda County residents and businesses as well as San Joaquin County. The Bay Area is part of an integrated mega-region, with people and goods regularly moving between the Bay Area, Central Valley, and Sacramento region. Providing a high-quality transit alternative over the heavily-traveled Altamont Pass will support both the Central Valley and Bay Area. Benefits of the project, including data specific to Alameda County residents where possible, as provided by the Valley Link staff is noted below. Data is based on an extension from Dublin-Pleasanton BART to North Lathrop.

  - 10,137 daily boardings in the Tri-Valley in 2040
  - 32,993 daily boardings in the full corridor
  - Annual reduction of between 33,880 to 42,650 metric tons of greenhouse gas emissions in 2040 depending on the vehicle variant under consideration
  - Reduction of approximately 570,000 average weekday vehicle miles travelled in 2040
  - Approximately 57% of the project track mileage is in Alameda County
  - Transit-oriented development in the Tri-Valley including developments at the proposed Isabel station and Southfront station alternative.

  Regarding funding, the proposed TEP amendment states that funds are for construction only in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment.

  The TVSJVRRA is working closely with cities in San Joaquin County, the San Joaquin Council of Governments (SJCOG), and the state to secure additional funding for the project. Thus far, the City of Tracy is anticipated to act in September 2020 to

donate a key 200-acre parcel under City ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $40 million. In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including showing $163.9 million for the project in the plan from future measures and state funds, and SJCOG also contributed funding for the environmental document.

- Questions regarding how an initial operating segment would be determined: There were questions requesting more detail on how an initial operating (IOS) segment would be determined, given the proposed amendment language.

  Response: The Valley Link Feasibility Report identified two major phases of the project: Phase 1 from Dublin-Pleasanton to North Lathrop; and Phase 2 from North Lathrop to Stockton. Within Phase 1, the project could be delivered in phases, including an initial operating segment that would terminate before North Lathrop. As part of the analysis currently underway, the TVSJVRRA Board will consider potential IOSs in order to more quickly deliver service in the corridor. Options under consideration include service from Dublin-Pleasanton to Greenville, or from Dublin-Pleasanton to Mountain House. In addition, the TVSJVRRA is considering a Southfront Station in Livermore. Estimated ridership, emissions reduction and costs for two IOS under consideration are summarized in Table 2.

  Table 2. Potential Initial Operating Segments

Potential IOS	2025 Daily Ridership	GHG Emissions Reduction* (annual metric tons)	Capital Costs** (mid-point YOE)
D-P to Greenville	8,372	4,075 to 5,739	$1.61 B
D-P to Mountain House***	11,101	3,980 to 7,172	$2.04 B

  * Range based on various technologies under consideration.
  **Costs do not include O&M facilities ($198.67 million) or vehicles ($508.82 million)
  ***Includes Southfront station

- Potential project impacts related to sprawl and interregional commutes: Commenters stated that the project will increase sprawl and further the distances between where people live and work. It was noted that this would violate the "inter-regional commuting" policy of Senate Bill 375 (SB 375) and Plan Bay Area.

  Response: SB 375 applies to regional transportation plans/sustainable communities strategies (RTP/SCS) that are adopted by metropolitan transportation organizations (MPOs) in the state of California. As it relates to this project, the two MPOs are the Metropolitan Transportation Commission (MTC) and the San Joaquin Council of

Governments (SJCOG). The MTC Commission recently voted to include Valley Link in Plan Bay Area 2050, the RTP/SCS currently in development in the Bay Area region. SJCOG's most recent RTP/SCS was amended in early 2020 to include the Valley Link project. MTC's robust project performance assessment did not identify performance concerns with the Valley Link project regarding the project conflicting with the guiding principles of Plan Bay Area and identified it as a relatively well performing regional rail project.

The TVSJVRRA has adopted a Transit Oriented Development (TOD) Policy to support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:

- Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
- Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was submitted to MTC/ABAG earlier this year and approved in February 2020.

- Measure BB equity considerations: Commenters stated that the amendment would require the entire TEP to need to be reopened because it would dramatically change the distribution of benefits across the county. That would therefore require the basic allocation formula for local streets and roads to need to be reconsidered.

  Response: When the 2014 TEP was crafted by the Commission, it was done so to address geographic equity in investments and to reach consensus on a set of projects and programs that would provide benefits in all areas of Alameda County. The $400 million was identified in the TEP for a rail extension in the Tri-Valley. The proposed amendment does not change the geographic distribution of the benefits of the overall TEP.

Project Background

A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years, there have been efforts by many residents, local elected officials, and other stakeholders to extend

the BART alignment to Livermore, including planning, funding and project development efforts.

Regional and State Rail Planning

In 2007, the San Francisco Bay Area Regional Rail Plan developed by the Metropolitan Transportation Commission (MTC) identified the BART to Livermore extension as an important inter-regional rail connection. The Regional Rail Plan envisioned that BART should connect to the ACE train service in Livermore in order to provide a reliable and fast transit option for the growing congestion over the Altamont Pass and along the I-580 corridor. The importance of rail service between the Tri-Valley and San Joaquin Valley was reiterated in the 2018 California State Rail Plan, which calls for a Tri-Valley rail hub and increased rail frequencies and connectivity over the Altamont Corridor.

BART to Livermore Project

By the 1980s, the extension of BART further east in the Tri-Valley was already under serious consideration. In the mid-1980s, BART purchased a potential site for a future station near the Isabel Avenue and Interstate 580 interchange and a site in the vicinity of Greenville Road and Interstate 580 for purposes of preserving land for a potential station and yard/maintenance facility. In 1997, the Dublin/Pleasanton line was opened, with a West Dublin station added in 2011.

Numerous local and regional transportation measures have included support for BART to Livermore, starting with the 1986 Alameda County Measure B, which included $170 million for a "Rail extension to Dublin Canyon". The 2000 TEP included funding of $8.7 million for "I-580 Corridor/BART to Livermore Studies". Measure BB included $400 million in the 2014 TEP for "BART to Livermore". The project also received Regional Measure 1 bridge toll funding to advance planning and environmental work. In June 2018, Bay Area voters approved Regional Measure 3, which includes $100 million for "Tri-Valley Transit Access Improvements."

In 2010, after two years of analysis, BART completed a Program Environmental Impact Report (EIR) that evaluated the feasibility of five potential station sites and 10 different alignments for the BART to Livermore extension. In 2012, the BART Board of Directors directed its staff to advance the conceptual engineering and environmental review of a one-station extension to Isabel Avenue (Proposed Project), as well as to coordinate with the City of Livermore on the land use planning around the future station site.

In 2014, Alameda County voters approved Measure BB to fund the 2014 TEP, which includes $400 million in dedicated funding for the BART to Livermore extension. Measure BB commits funds to support construction of the extension of BART in the I-580 corridor using the most effective and efficient technology.

On July 31, 2017, BART released the Draft Project EIR evaluating the Proposed Project and alternatives. In May 2018, BART released the Final Project EIR. The BART Board certified the Final Project EIR on May 24, 2018 and directed staff to not advance a specific project.

As major transportation project planning and analysis was underway, cities also advanced land use planning around future rail service. The City of Livermore prepared the Isabel Neighborhood Plan and program-level EIR for development around a new station. The Livermore City Council adopted the Isabel Neighborhood Plan and certified the EIR for the Plan in May 2018.

ACEforward Program

The San Joaquin Regional Rail Commission (SJRRC) ACEforward program outlined a vision for a phased rail infrastructure and service improvement plan to increase frequency, increase service reliability, and enhance passenger facilities along the existing ACE service corridor from San Jose to Stockton, and to extend ACE service to Modesto and Merced. The (SJRRC) released a Draft EIR in May of 2017 that was later rescinded; however, the technical documents developed by the SJRRC for the ACEforward Draft EIR were made available to the TVSJVRRA for advancement of the Valley Link Project Feasibility Report and Draft EIR.

Creation of TVSJVRRA

In 2017 Assemblymembers Catharine Baker and Susan Eggman authored AB 758, which created the TVSJVRRA. The TVSJVRRA is led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal established for the TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system that reflects regional consensus and meet the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with a feasibility report.

AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance the project per AB 758. The TVSJVRRA adopted several goals and policies to guide the development of the project.

A key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

TVSJVRRA Adopted Project Goals:

The following goals were adopted by the TVSJVRRA to address identified regional and economic and transportation challenges:

- Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs.
- Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction, and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link Project Development Policies

The TVSJVRRA adopted several policies to guide the development framework of the project, including the following sustainability and transit-oriented development policies:

- Sustainability Policy: Identifies implementing strategies to achieve a zero emissions system. The adopted Sustainability Policy includes a commitment to encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households. It further directs maximizing benefits to these communities and households in the project planning and design of Valley Link. Four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities.
- Transit Oriented Development (TOD) Policy: Support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:
    - Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
    - Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently submitted by the City of Livermore to MTC/ABAG as a new PDA.

Valley Link Project Description

Valley Link is a proposed new rail service between Alameda and San Joaquin Counties. The proposed Phase 1 project will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the North Lathrop ACE intermodal station. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

The TVSJVRRA has been updating the project costs as part of project development. The most current project cost estimates range from $2.81 billion to $3.18 billion in mid-point year of expenditure dollars for the Phase 1 project from Dublin-Pleasanton to North Lathrop. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021 respectively.

To date, a total of $708 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (per a 2014 TEP amendment), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds), $40 million in impact fees from the City of Livermore, $40 million from the Tri-Valley Transportation Council, and $40 million from the City of Tracy property contribution. The project is expected to compete for regional, state and federal funds to secure additional funding. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

Other Agency Actions

Given the project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, the San Joaquin Council of Governments (SJCOG), SJRRC, BART, Alameda CTC, the California State Transportation Agency, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project:

- MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Resolution Number 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans. In June 2020, MTC allocated an additional $46.8 million to advance the project's environmental and design phases.

- SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.
- BART: BART has committed staff to directly lead the early development of the project due to its expertise in developing and delivering similar projects, such as the e-BART extension to Antioch.
- Alameda CTC, the SJRRC and Caltrans have provided technical reviews of preliminary design plans and documents. In addition, the TVSJRRA is in discussion with the City of Tracy regarding donation of a key 200-acre parcel under City of Tracy ownership to the project to be used for an operations and maintenance facility. The property was recently appraised and has an estimated value of $40 million.

Project Considerations

The project construction will have significant impacts on the I-580 Express Lanes, with major impacts anticipated during construction. The TVSJVRRA staff have been working with Alameda CTC, as well as Caltrans, to identify design and construction considerations. Alameda CTC staff have held several workshops with the project design team to evaluate the preliminary design plans and will continue to be engaged through the ESC and technical groups to provide policy and technical feedback during design development to ensure minimal impacts to the I-580 Express Lanes. Alameda CTC will continue to work closely with the TVSJVRRA as the project design advances, and will also conduct financial analysis to understand potential impacts to toll revenues during construction to ensure revenue losses are addressed.

Proposed Amendments

The amendment that has been requested to be made to the 2014 TEP includes two elements as follows:

- Amend to include the new entity of the TVSJVRRA
- Amend to include the Valley Link Project for $400 million

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP):

BART Extension and System improvements ($710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as provide local funding for a proposed BART extension in the eastern part of the county.

BART to Livermore ($400 M)

This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP. The proposed changes include moving the project from page 18 from the BART section of the TEP to page 20 under the section "Major Transit Corridor and Commuter Rail Improvements", remove references to BART as the agency leading the rail extension, change references from the BART to Livermore project to Valley Link on pages 2, 3, 14, 18, 19 (map) and add Valley Link to the map on page 21 (see Attachment C).

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements as shown on Attachment C. Blue denotes new language added; red denotes language removed.

~~BART to Livermore~~ Valley Link Rail in Alameda County ($400 M)

This project funds the first phase of a ~~BART~~ Valley Link Rail Extension from the existing Dublin/Pleasanton BART Station within the Tri-Valley and Altamont Pass in Alameda County ~~I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternatives assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Implementing Guidelines Related to this TEP Amendment

Once the 2014 TEP amendments are complete, all the implementing guidelines will be applicable to the project and project sponsor similar to all other TEP projects. Specifically,

for this TEP amendment, the following guidelines describe requirements for the amendment as well as the new project sponsor.

4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

8. Strict Project Deadlines: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

Note: any new amendment that adds a project must comply with this provision and the start date of the seven years will be from the date of the adopted amendment.

11. Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.

14. No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.

18. New Agencies: New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Fiscal Impact: There is no fiscal impact for this item associated with the requested action.

Attachments:

A. Letter from TVSJVRRA Requesting TEP Amendment
B. Resolution for 2014 TEP Amendment
C. Proposed 2014 Measure BB Expenditure Plan Redline Markups and Technical Amendments
D. Comment and Response Matrix
E. Comment letters received

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Michael Tree
Executive Director

May 4, 2020

Mayor Pauline Cutter, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, Ca 94607

Dear Chair Cutter,

This letter is intended to supersede the information in the letter written to Chair Valle on September 11, 2019 (attached) as it relates to the language to be amended in the 2014 Transportation Expenditure Plan currently found on page 18. Please use the following language for the amendment:

Valley Link Rail in Alameda County ($400 M)
This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Thank you,

Alameda County Supervisor Scott Haggerty, Chair

cc: Ms. Tess Lengyel, Executive Director, Alameda CTC

Tri-Valley ⅄ San Joaquin Valley
REGIONAL RAIL AUTHORITY

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September 11, 2019

Supervisor Richard Valle, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Valle,

In May of 2018 the BART Board decided not to extend conventional BART to Livermore in favor of deferring the development of a rail extension project to the newly established Tri-Valley – San Joaquin Valley Regional Rail Authority ("Authority").

In the statute that created the Authority, AB 758 (Eggman/Baker), the Legislature addressed the transfer of local funds to the Authority for the Valley Link project in Section 132658:

> "the unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority's purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 1800000)."

Over the past 18 months, the Authority has been actively engaged in the planning of Valley Link, a passenger rail project that connects with the Dublin/Pleasanton BART station and travels eastward to Livermore and beyond to communities in the Northern San Joaquin Valley. A key element of the Valley Link Funding Plan for the Dublin/Pleasanton connection with BART and rail construction to Livermore is the $400 million in Measure BB that is currently listed in the Alameda County 2014 Transportation Expenditure Plan ("Plan") for the BART to Livermore project. Per the requirements of the Plan, The Tri-Valley – San Joaquin Valley Regional Rail Authority requests the following amendments:

1. The Tri-Valley – San Joaquin Valley Regional Rail Authority, established by AB 758,be included as an eligible recipient of funds.
2. That the following, specific language be amended:

   Move and amend the following language from Page 18 of the Plan to Page 20:

Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

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LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

~~BART to Livermore~~ Valley Link to Livermore ($400 M)
The project funds Valley Link ~~the first phase of a BART to extension~~ within the I-580 Corridor freeway alignment from the Dublin/Pleasanton BART station to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of or any element of this ~~first phase~~ project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

In accordance with the Alameda County 2014 Transportation Expenditure Plan Implementing Guidelines, the Tri-Valley – San Joaquin Valley Regional Rail Authority understands and can fully comply with the requirements of recipients of Measure BB funds, including, but not limited to, annual audits and compliance reporting, the establishment of separate accounting funds for Measure BB funds, independent Watchdog reviews, performance measures, environmental clearance timelines, timely use of funds, contracting requirements, public reviews and approvals.

Thank you for your consideration,

Alameda County Supervisor Scott Haggerty, Chair

cc: Mr. Art Dao, Executive Director, Alameda CTC

ValleyLink
Connecting People, Housing, and Jobs
1362 Rutan Court, Suite 100 | Livermore, CA 94551 | (925) 455-7564 | valleylinkrail.com

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ALAMEDA County Transportation Commission

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

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ALAMEDA COUNTY TRANSPORTATION COMMISSION
Resolution No. 20-007

Resolution of the Alameda County Transportation Commission Amending the 2014 Transportation Expenditure Plan to Delete the BART to Livermore Project and add the Valley Link Project

WHEREAS, by action of the governing body ("Commission") of Alameda County Transportation Commission ("Alameda CTC") at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan ("2014 TEP"), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated $400 million to a project identified as "BART to Livermore," constituting the first phase of a San Francisco Bay Area Rapid Transit District ("BART") extension within the I-580 Corridor to serve residents and businesses in that Corridor.

WHEREAS, on May 24, 2018, the BART Board certified the Final Environmental Impact Report for the BART to Livermore project, but declined to approve the project as proposed nor any alternative for the project.

WHEREAS, Assembly Bill (AB) 758, as adopted by the State legislature and signed by the Governor, created the Tri Valley San Joaquin Valley Regional Rail Authority ("TVSJVRRA"), an entity led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal of TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley, to address regional economic and transportation challenges.

WHEREAS, AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance a rail extension in the Corridor, now identified as "Valley Link."

WHEREAS, a key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

WHEREAS, the TVSJVRRA has been updating the project costs as part of project development. The most current project cost estimates range from $2.81 billion to $3.18 billion in mid-point year of expenditure dollars for the Phase 1 project from Dublin-Pleasanton to North Lathrop. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021.

To date, a total of $708 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (per a 2014 TEP amendment), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds), $40 million in impact fees from the City of Livermore, $40 million from the Tri-Valley Transportation Council, and $40 million from the City of Tracy property contribution. The project is expected to compete for regional, state and federal funds to secure additional funding. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

WHEREAS, given that the Valley Link project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (SJRRC), BART, Alameda CTC, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project, as outlined below:

MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans. In June 2020, MTC allocated an additional $46.8 million to advance the project's environmental and design phases.

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds, and SJCOG also contributed funding for the environmental document. In addition, the City of Tracy is

anticipated to act in September 2020 to donate a 200-acre parcel under City ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $40 million.

WHEREAS, the 2014 TEP and Public Utilities Code Section 180207 together provide that the 2014 Plan may be modified if an amendment is approved by a two-thirds vote of the Commission.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended to delete the BART to Livermore Project and all references to that Project;

BE IT FURTHER RESOLVED that the Tri Valley San Joaquin Valley Regional Rail Authority be recognized as an eligible agency for recipient of funds in the 2014 TEP;

BE IT FURTHER RESOLVED that the Valley Link Rail Project in Alameda County with an allocation of $400 Million is placed in the 2014 TEP, described as follows:

This project funds the first phase of a Valley Link rail project from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BE IT FURTHER RESOLVED that the 2014 TEP be amended to include the following specific description of the Valley Link Project:

A proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, September 24, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

_____ _____

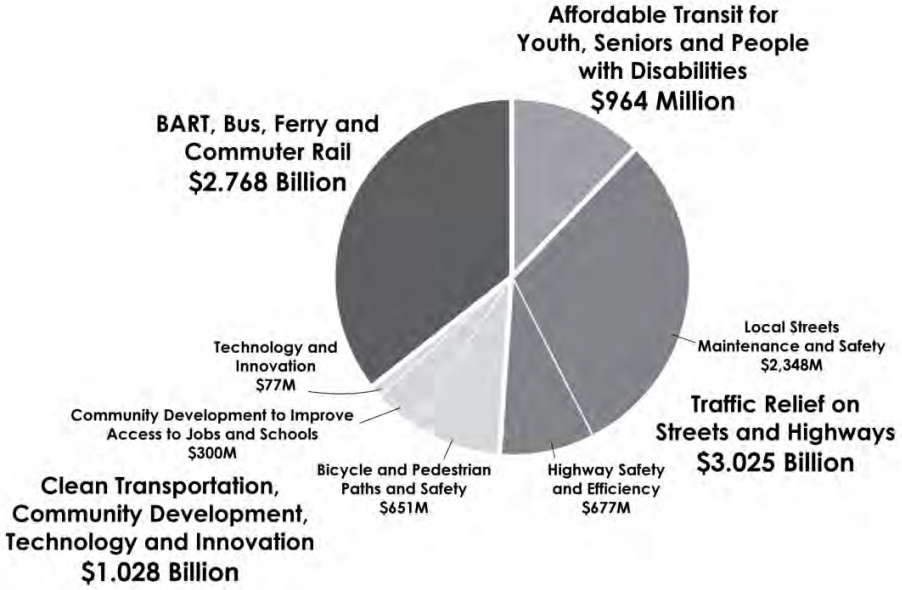
Pauline Russo Cutter, Vanessa Lee,

Chair, Alameda CTC Clerk of the Commission

Summary of Investments	FUNDS ALLOCATION* ($ x million)
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	**$1,587**
BART Expansion and Maintenance	$349 ~~$749~~
Bus Operations, Maintenance and Rapid Bus Projects	$1,548
Commuter Rail Improvements	$832 ~~$432~~
Ferry Services in Alameda County	$39
Affordable Transit for Youth, Seniors and People with Disabilities	**$964**
Affordable Youth Transit to School and Transit Innovation	$190
Affordable Transit for Seniors and People with Disabilities	$774
Traffic Relief on Streets and Highways	**$3,025**
City and County Streets*	$2,348
Highway Safety and Efficiency	$677
Clean Transportation, Community Development, Technology and Innovation	**$1,028**
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	$651
Community Development Projects to Improve Access to Jobs and Schools	$300
Technology and Innovation	$77
TOTAL INVESTMENTS (YEAR 2015 TO 2045)**	**$7,785**

Notes:
*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.
**Estimated funds from 2015 to 2045 are anticipated to be almost $8 billion.

$7,785 in Total Investments Year 2015 to 2045



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount ($ x millions)	% of Total Funds
BART, Bus, Senior, and Youth Transit (48%)	Transit: Operations, Maintenance, and Safety Program	AC Transit	$1,455.15	18.8%
		Altamont Commuter Express	$77.40	1.0%
		BART Maintenance	$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	$38.70	0.5%
		Livermore Amador Valley Transit Authority	$38.70	0.5%
		Union City Transit	$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	$15.00	0.19%
		Subtotal	**$1,857.63**	**24%**
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	$232.20	3.0%
		East Bay Paratransit - AC Transit	$348.31	4.5%
		East Bay Paratransit - BART	$116.10	1.5%
		Coordination and Service Grants	$77.40	1.0%
		Subtotal	**$774.01**	**10%**
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	$10.0	**14%**
		Alameda to Fruitvale BART Rapid Bus	$9.0	
		Grand/MacArthur BRT	$6.0	
		College/Broadway Corridor Transit Priority	$10.0	
		Subtotal	**$35.0**	
	BART System Modernization and Expansion	Irvington BART Station	$120.0	
		Bay Fair Connector/BART METRO	$100.0	
		BART Station Modernization and Capacity Program	$90.0	
		~~BART to Livermore~~	~~$400.0~~	
		Subtotal	**$~~710.0~~310.0**	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	$120.0	
		Union City Intermodal Station	$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	$110.0	
		Oakland Broadway Corridor Transit	$10.0	
		Capitol Corridor Service Expansion	$40.0	
		Valley Link	$400.0	
		Subtotal	**$~~355.0~~755.0**	
	TOTAL		**$3,731.64**	**48%**

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.
BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.
All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments. Funds for operations and maintenance will be provided to transit operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing ~~BART~~ rail system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, $1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

Transit Operations and Maintenance Program (21.55% of net revenue, estimated at $1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) $Millions
AC Transit	18.8%	$1,455
ACE	1.0%	$77
BART Maintenance	0.5%	$39
WETA (ferries)	0.5%	$39
LAVTA (WHEELS)	0.5%	$39
Union City Transit	0.25%	$19
Total Transit Operations	**21.55%**	**$1,668**

Affordable Youth Transit Pass Program ($15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at $175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

ACTC_AR2679

BART STATION ~~EXTENSION~~ AND SYSTEM IMPROVEMENTS ($37~~7~~10 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system~~, as well as provide local funding for a proposed BART extension in the eastern part of the county.~~

~~BART to Livermore ($400 M)~~

~~This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.~~

BART Station Upgrades and System Improvements ($310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.

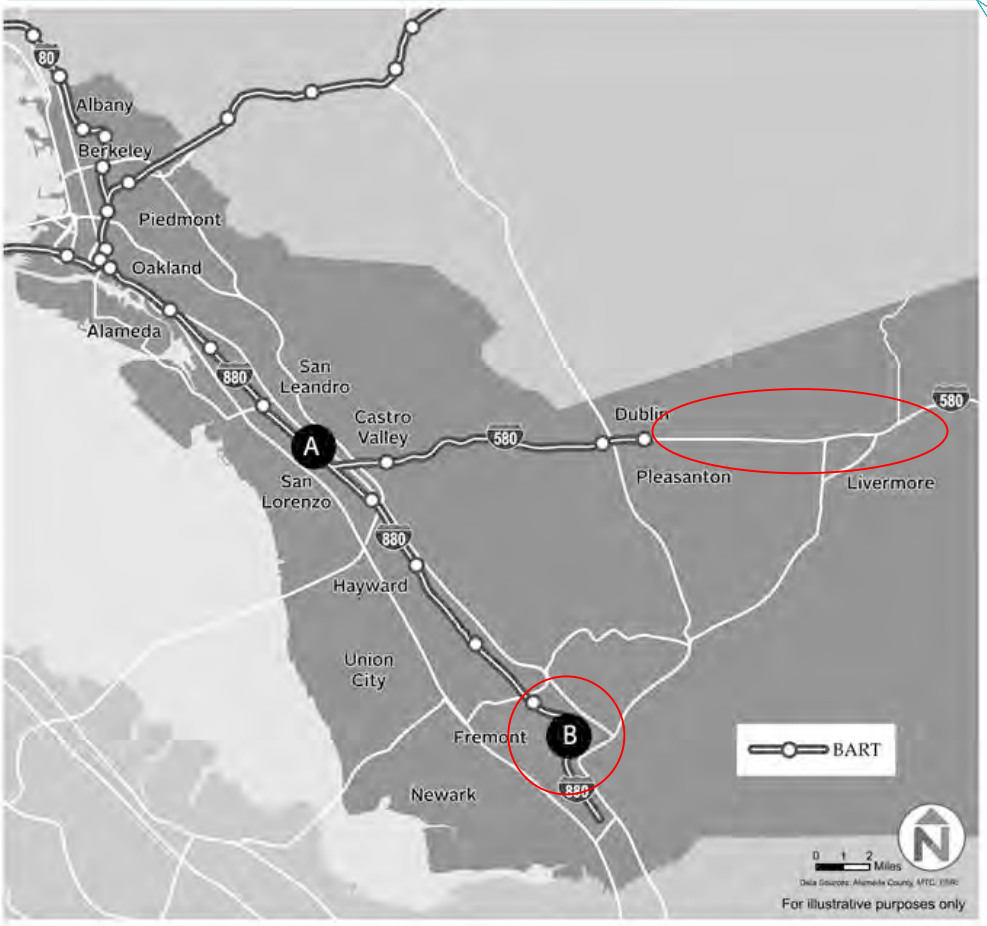


- **The Bay Fair Connector/BART METRO project will receive $100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive $90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.

- **The Irvington BART Station will receive $120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

BART INVESTMENTS



A Bay Fair Connector / BART METRO

B Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities

Commented [ACTC1]: Bottom circle: The new "B" is Irvington BART Station, and below that removal of "C"

Commented [ACTC2]: Top circle: Removal of the original "B – BART Extension to Livermore (within the I-580 corridor)"

Commented [ACTC3]: Middle circle: Change the original "C – Irvington BART Station" to a new "B"

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS ($~~355~~ 755 M)

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Corridor Area Transportation Improvements ($120 M)

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

Union City Intermodal Station ($75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.



Capitol Corridor Service Expansion ($40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

Railroad Corridor Right of Way Preservation and Track Improvements ($110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

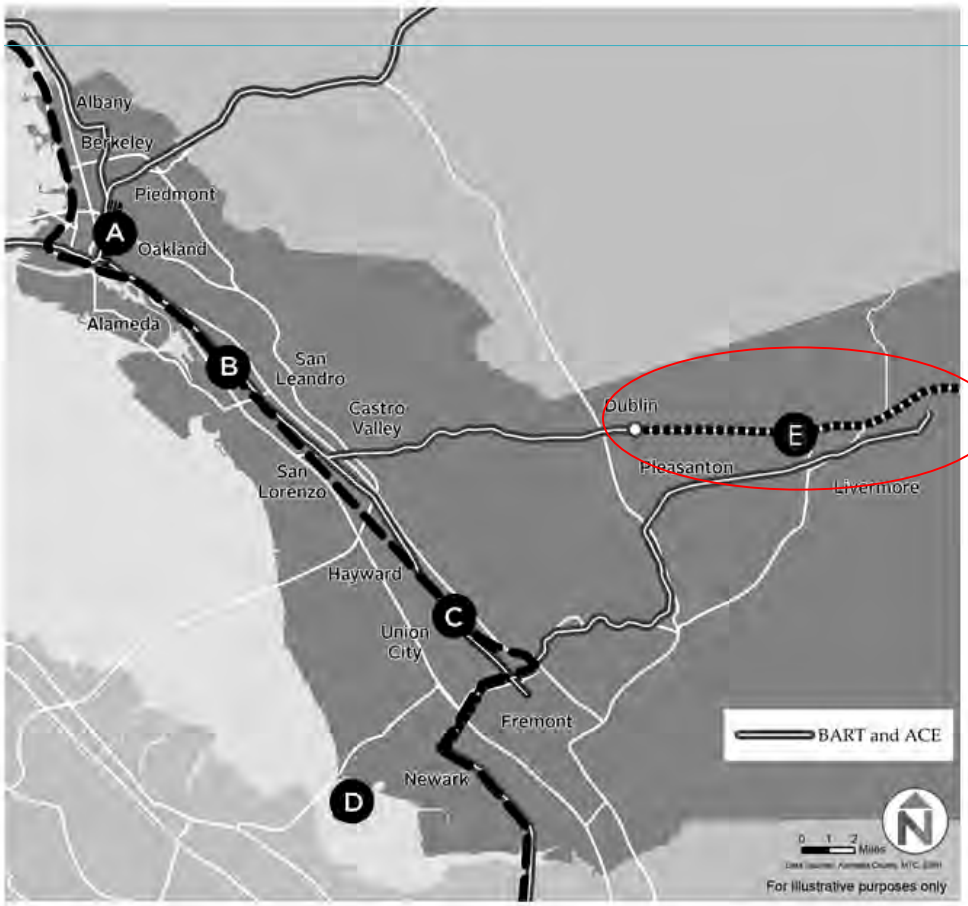
Oakland Broadway Corridor Transit ($10 M)

This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

Valley Link Rail in Alameda County ($400 M)

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



A Broadway Corridor Transit

B Capitol Corridor Service Expansion

C Union City Intermodal Station

D Dumbarton Corridor Area Transportation Improvements

E Valley Link Rail

Not Shown:
- Railroad Corridor Right of Way Preservation and Track Improvements

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TEP Amendment Comment Letters

Jurisdiction Comments

Agency	Date	Comments	Response
AC Transit General Manager	July 9, 2020	1. AC Transit's Board of Directors has not had the opportunity to provide official comment and position on the proposed amendment; this letter reflects the comments of AC Transit staff.	Noted.

ACTC_AR2685

		2. The Valley Link Rail project appears to have a primary purpose of transporting residents from San Joaquin County to Alameda County, with an ultimate destination in Santa Clara County, similar to existing ACE Train service. Alameda County taxpayers would not directly benefit as much as San Joaquin County residents, especially if there are no committed funds from San Joaquin County.	Expenditures from Measure BB will only be spent on transportation improvements in Alameda County. No expenditures may be made outside of Alameda County. Benefits of the project, including data specific to Alameda County residents where possible, as provided by the Valley Link staff is noted below. Data is based on an extension from Dublin-Pleasanton BART to North Lathrop. o 10,137 Tri-Valley daily boardings in 2040 o 32,993 total daily boardings in 2040 o Annual reduction of 38,880 to 42,650 metric tons of greenhouse gas emissions in 2040 depending on the vehicle variant under consideration o Reduction of approximately 570,000 average weekday vehicle miles travelled in 2040 o Approximately 57% of the project track mileage is in Alameda County o Transit-oriented development in the Tri-Valley including developments at the proposed Isabel station and Southfront station alternative. Valley Link will provide fast and frequent rail service to BART, operating 25 daily roundtrips a day with a focus on serving the Oakland and San Francisco commute. ACE currently operates 4 daily roundtrips with a focus on primarily serving Santa Clara County commuters. Expansion of ACE service is constrained due to operations on Union Pacific tracks in mixed freight.

		3. There are many transportation projects that could improve travel and commute for Eastern Alameda County and would have a better cost-benefit ratio than the Valley Link Rail project and thus, a better and more efficient use of funds. Possible projects such as express bus service and bus rapid transit would fall into this category. Implementing Guideline #22 – "Fund Allocations" under the TEP would allow for such projects to be funded with the allocation.	BART conducted extensive alternatives analysis, as both part of the 2010 Program Environmental Impact Report (EIR) and as part of the subsequent Project EIR certified in 2018. The 2010 Program EIR included analysis of 10 alignment alternatives. The Project EIR included extensive analysis of four alternatives plus a no project alternative. The alternatives included an Express Bus/Bus Rapid Transit Alternative and an Enhanced Bus Alternative. Details of the alternatives can be found here. The analysis included detailed evaluation of potential benefits and impacts, including but not limited to: ridership, vehicle miles traveled, greenhouse gas emissions, capital and operating costs, travel times, integration with land use, and cost-effectiveness. In considering the Project EIR in 2018, the BART Board could not reach consensus on which transit alternative to adopt as a preferred alternative. The BART Board acted to not advance an alternative. The BART Project EIR found mixed performance results for the alternatives. While the cost per new rider for the Express Bus/BRT option was lower than for the rail alternatives, the rail alternatives carried significantly more riders and resulted in a higher reduction in vehicle miles traveled. The Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) was created by the State Legislature in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and

Agency	Date	Comments	Response
			San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. When the BART Board directed the General Manager to not advance an alternative, it effectively passed over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link. The TVSJRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the $400 million from the BART to Livermore TEP project to Valley Link. The TVSJVRRA is currently evaluating alternatives as part of the Valley Link EIR, building off of the work done by BART as well as by ACE as part of the ACE Forward analysis. The 2014 Transportation Expenditure Plan (TEP) #22 Guideline notes, “Fund Allocations: Should a planned project become undeliverable, infeasible or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be reallocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.” The Valley Link project is a Transit project as is the BART to Livermore Project and it is at the Commission’s discretion to act on a plan amendment to use these funds for transit purposes.

Agency	Date	Comments	Response
		4. Given the current financial climate and the uncertainty that lies ahead, it is within reason for ACTC to also consider reallocating the $400 million to any number of under-funded capital projects throughout the county, including transit projects within the AC Transit service area.	The funds that were programmed to BART to Livermore must be used on Transit and the Commission programming actions are subject to geographic equity by planning area. Reprogramming $400M to other parts of Alameda County, rather than exclusively towards improvements built in East County, will impact the original TEP geographic funding distribution by planning area.
Alameda County Board of Supervisors	June 10, 2020	5. Expressed support for the amendment; will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and assure that our residents will finally benefit from the taxes they have paid.	Support noted.
		6. Noted key benefits of the project: - reduction of over 99.4 million Vehicle Miles Traveled - reduction of over 33,000 metric tons of greenhouse gas emissions per year - support advancement of transit-oriented development - protects open space	Benefits noted.
BART General Manager	July 13, 2020 and May 27, 2020	7. Expressed support, with recommendations, of the TEP amendment.	Support noted.
		8. Staff believes this action is consistent with intent of Alameda County voters to invest in transit in the I-580 Corridor. It is important that the $400 M sales tax investment does accrue to Alameda County residents and businesses.	Noted.

Agency	Date	Comments	Response
		9. BART recommends that the amendment to the TEP clearly indicate that required improvements to the BART system in Alameda County resulting from the impacts of the Valley Link Rail project are priority components of the Phase 1 Valley Link Rail project. - Base Project: Impacts to the BART system including additional rail cars and the reconfiguration of the Dublin/Pleasanton station - Core Improvements: improvements to destination stations of Valley Link patrons - I-580 Corridor Faregate Modernization: modernize faregates for all stations in the I-580 Corridor (Castro Valley, West Dublin/Pleasanton, and Dublin/Pleasanton stations)	Valley Link and BART are working together closely to identify potential future impacts and benefits to the BART system, including both capital and operating impacts. Over the course of project development, it is anticipated that the benefits and impacts will be better defined. Based on current ridership forecasts, it appears that there may be some degree of impact to the BART core system in the 2040 horizon. The TVSJVRRA has proposed to enter into an MOU with BART to detail a process to identify and address these future potential impacts. Faregate modernization for non-Valley Link stations does not appear to be directly linked to impacts of the Valley Link project.
BART Director McPartland	May 27, 2020	10. Expressed support for the project approval of TEP amendment.	Support noted.
		11. Noted key benefits of project: to fulfil commitment made to Tri-Valley and reduce traffic on 580/680 corridor and VMT.	Benefits noted.
City of Dublin	May 25, 2020 and July 10, 2020	12. Expressed support for the project and amendment that will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and, after many decades of study, assure that residents will finally benefit from the taxes paid.	Support noted.

ACTC-AR2690

Agency	Date	Comments	Response
		13. Noted key benefits of the project: - reduction of over 99.4 million Vehicle Miles Traveled - reduction of over 33,000 metric tons of greenhouse gas emissions per year - support advancement of transit-oriented development - connects Northern California Megaregion's workforce to affordable housing - will provide an estimated 22,000 jobs during construction and went operational support 400 jobs per year	Benefits noted.
City of Livermore	July 10, 2020 and May 28, 2020	14. Expressed support for the project and amendment that will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and, after many decades of study, assure that our residents will finally benefit from the taxes paid.	Support noted.
		15. Noted key benefits of the project: - reduction of over 99.4 million Vehicle Miles Traveled - reduction of over 33,000 metric tons of greenhouse gas emissions per year - support advancement of transit-oriented development - protects open space - connects Northern California Megaregion's workforce to affordable housing - will provide an estimated 22,000 jobs during construction and went operational support 400 jobs per year	Benefits noted.

ACTC-AR2691

Agency	Date	Comments	Response
City of Pleasanton	May 26, 2020 and June 26, 2020	16. Expressed support for the amendment. The Valley Link Project will complete the regional rail concept initially envisioned for the Tri-Valley decades ago and meets the vision and goals of Measure BB by expanding regional rail, providing traffic relief, improving air quality by providing clean transportation.	Support noted.
		17. Noted key benefits of the project: - reduction of greenhouse gas emissions - included renewable energy sources and sustainable construction practices - supports transit-oriented development - protects open space	Benefits noted.
City of Union City	July 21, 2020	18. Expressed support for the amendment request.	Support noted.
		19. Noted benefits of the project: - mega-regional cooperation - provides connectivity to other transit providers - provides service between housing and job centers - facilitates the movement of goods - provides a transit alternative to reduce greenhouse gas emissions - supports transit-oriented development	Benefits noted.
LAVTA	May 25, 2020	20. Expressed support for the project and amendment that will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and, after many decades of study, assure residents will finally benefit from the taxes paid.	Support noted.

Agency	Date	Comments	Response
		21. Noted key benefits of the project: - reduction of over 99.4 million Vehicle Miles Traveled - reduction of over 33,000 metric tons of greenhouse gas emissions per year - support advancement of transit-oriented development - protects open space	Benefits noted.
San Joaquin Regional Rail Commission	July 2, 2020	22. Expressed support for the amendment request.	Support noted.
		23. Noted key benefits of the project: - fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore - supports an intermodal connection between ACE and the BART system and the advancement of the Altamont Corridor Vision. - will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor - estimated 28,000 are projected to ride the Valley Link system in 2040 - reduction of over 99.4 million Vehicle Miles Traveled (VMT) - reduction of over 33,000 metric tons of greenhouse gas emissions per year	Benefits noted.

Public Comments

Organization/Individual	Date	Comments	Response
Bay Area Council	May 27, 2020	24. Expressed support for the project and amendment that will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and, after many decades of study, assure residents will finally benefit from the taxes paid.	Support noted.
		25. Noted key benefits of the project: - reduction of over 99.4 million Vehicle Miles Traveled - reduction of over 33,000 metric tons of greenhouse gas emissions per year - supports advancement of transit-oriented development - protects open space	Benefits noted.
Alameda County Taxpayers Association	May 22, 2020	26. Expressed opposition to transferring funds to Valley Link at this time.	Opposition noted.
		27. Encourages narrow reading of TEP as to intention of voters and sees need for full alternatives analysis completed including consideration of express bus. States that ACTA will vigorously oppose any plan to divert these funds away from a voter-approved project.	See response to Comment 3.

Organization/Individual	Date	Comments	Response
		28. Troubled by transferring funds before San Joaquin contribution is secured.	The proposed TEP amendment states that funds are for construction only in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment. The TVSJVRRA is working closely with cities in San Joaquin County, SJCOG, and the state to secure additional funding for the project. Thus far, the City of Tracy has committed to donation of a key 200-acre parcel under City ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $40 million. In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.
Bay Area Transportation Working Group	May 11, 2020 and May 23, 2020	29. Expressed opposition to the project and amendment.	Opposition noted.

ACTC-AR2695

Organization/Individual	Date	Comments	Response
		30. A full unbiased feasibility study must be done, including assessment of projected ridership, cost-effectiveness, and funding opportunities of Valley Link and other transportation options for the corridor. Stated that the BART staff recommended a significantly upgraded bus option to its Board in 2017 that would better serve the transportation needs to Pleasanton and Livermore. Stated that the Bay Area Transportation Working Group conducted an extensive investigation of a bus alternative and concluded that in terms of improving the access of the people of Livermore to BART, well-appointed buses operating in bus-only lanes would be a far cheaper and better option.	See response to Comment 3. The BART staff did not recommend an alternative to the BART Board when considering the adoption of the Final BART to Livermore Environmental Impact Report on May 24, 2018.
		31. Valley Link primarily benefits non-Alameda County residents.	See response to Comment 2.

Organization/Individual	Date	Comments	Response
		32. Changes brought about by COVID must be considered.	The long-term travel and commute impacts of COVID are unknown at this time. In developing the region's long-range transportation plan, Plan Bay Area 2050, MTC's direction is to assume that long-term travel and development patterns do not significantly change as a result of COVID-19; rather those impacts are largely concentrated in the early years of the Plan. Projects under development within the Bay Area must be consistent with MTC's long-range plan.
Bike East Bay	May 11, 2020	33. Bike East Bay supports transit but has questions and concerns regarding the project.	Support with concerns noted.
		34. Concerned there was not sufficient public outreach in Livermore to generate support for the project. Where are the residents of Livermore on the project?	To-date there has been extensive public outreach in Livermore, first as part of the BART to Livermore project and subsequently when the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJRRA) developed the Project Feasibility Report. The TVSJVRAA documented outreach it conducted in Appendix B of the Project Feasibility Report. The City of Livermore also conducted significant outreach as part of the Isabel Neighborhood Specific Plan, which is closely tied to rail service in Livermore. Livermore also recently advanced an application to form a new Priority Development Area (PDA) by the proposed site for a future station, the Southfront Station PDA, which was approved by ABAG in February 2020.
		35. Hour headways off-peak is not high-quality transit. What can be done to convert this to good transit?	As the project development has advanced, the planning service frequencies have been updated. The TVSJRRA is currently planning for 12-minute frequencies in the weekday peak, 24-minute frequencies in the off-peak, and 36-minute frequencies on weekends and holidays by 2040.

Organization/Individual	Date	Comments	Response
		36. Requested information regarding the potential impacts of the current financial crisis on the project.	Alameda CTC is carefully monitoring the impact of COVID-19 on sales tax revenues. Sales tax revenues are received from the California Department of Tax and Fee Administration (CDTFA) two months in arrears, and staff has been updating the Commission as data becomes available. Alameda CTC has not developed a 5-year sales tax revenue projection at this point given the large uncertainties regarding the depth and breadth of the recession and the lack of sales tax receipt data received to date. Revenue projections for FY2020-21 were included in the agency budget that was adopted in May 2020, which can be found on Alameda CTC's website at the following link: https://www.alamedactc.org/wp-content/uploads/2020/05/7.1_COMM_FY2020-21_Proposed_Budget_20200528.pdf. The budget for sales tax revenues for FY2020-21 will be updated if and when appropriate based on data received from the CDTFA. Formulas used to calculate Direct Local Distributions (DLD) are not affected by increases or decreases in sales tax revenue collections. Alameda CTC's website also includes sales tax projections for DLDs for FY2020-21 here. Alameda CTC currently does not anticipate any impact to payments to jurisdictions for other grants nor specific projects or programs due to COVID-19.

Organization/Individual	Date	Comments	Response
Building and Construction Trades Council of Alameda County	May 26, 2020 (same as May 11 letter)	37. Expressed support for the project and amendment that has been under development dating back to the 1960s when the BART system was originally envisioned.	Support noted.
		38. Noted key benefits of the project: - cost effective and efficient in that it uses currently existing transportation rights of way - will provide transportation alternatives that will benefit the environment, economy and quality of life of residents and Bay Area workers - sustainable technology - reduction of over 99.4 million Vehicle Miles Traveled - reduction of over 33,000 metric tons of greenhouse gas emissions per year - supports transit-oriented development - will provide an estimated 22,000 jobs during construction and between $2.6 billion and $3.5 billion in revenues	Benefits noted.

Organization/Individual	Date	Comments	Response
		39. Supports advancing the amendment now so the project can compete for additional funding.	Support noted. The ability to leverage local sales tax dollars to secure competitive regional, state and federal funds is a key principle of local sales taxes. By being able to show a commitment of local funding, the project will be more competitive for regional, state and federal funding.
Chabot-Las Positas Community College	May 25, 2020	40. Expressed support for the amendment and notes fulfilment of commitment to tri-valley and benefits for student population from both Tri-Valley and 580-880 corridors.	Support and benefits noted.
Innovation Tri-Valley Leadership Group	May 7, 2020	41. Expressed support for the amendment, which fulfills a long-standing vision for rail connections from Dublin/Pleasanton to Livermore, and is consistent with the original intent and vision of Measure BB for rail connectivity in the Tri-Valley.	Support noted.
		42. Noted congestion reduction benefits of the project and the need to provide transportation alternatives in the corridor to benefit the environment, the economy and the quality of life of residents and workers.	Benefits noted.
		43. Amending the TEP now is important to allow the Authority to leverage local funds with State, federal and private funding to complete the project.	Support noted.

Organization/Individual	Date	Comments	Response
Laborers' Local 304 (Rafael Gonzalez)	May 26, 2020	44. Expressed support for the project and amendment.	Support noted.
		45. Noted key benefits of the project: - cost effective and efficient in that it uses currently existing transportation rights of way - will provide transportation alternatives that will benefit the environment, economy and quality of life of residents and Bay Area workers - sustainable technology - reduction of over 99.4 million Vehicle Miles Traveled - reduction of over 33,000 metric tons of greenhouse gas emissions per year - supports transit-oriented development	Benefits noted.
Livermore Chamber of Commerce	May 8, 2020	46. Expressed support for the proposed amendment to provide an urgently needed and long-awaited effective rail connection between Livermore and the Dublin/Pleasanton BART station.	Support noted.
Hacienda	June 9, 2020	47. Expressed support for the project and amendment that advance long-held objectives of creating a viable rail connection between alameda and San Joaquin Counties.	Support noted.

Organization/Individual	Date	Comments	Response
		48. Critical employment centers, such as Hacienda, need to make sure that all corridors leading into the Tri-Valley provide easy and convenient access for businesses whose labor supply extends into outlying areas. Likewise, residents at Hacienda similarly need the ability to enjoy access to corridors connecting the Tri-Valley with the larger region.	Support noted. Valley Link would provide access to support businesses and residents at Hacienda.
		49. Noted key benefits of the project: - reduction of over 99.4 million Vehicle Miles Traveled - reduction of over 33,000 metric tons of greenhouse gas emissions per year - supports advancement of transit-oriented development - protects open space	Benefits noted.
Jon M Spangler	July 15, 2020	50. Expressed opposition to the project and amendment.	Opposition noted.
		51. Inadequate public noticing of the comment period: - The project was never on the 2014 Measure BB project list - Very limited public notice or input and almost no publicity - Process to submit public comment was not noticed on Alameda CTC's website	The following are amendment requirements as specified in the 2014 Transportation Expenditure Plan (2014 TEP) Implementing Guidelines: "4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment."

Organization/Individual	Date	Comments	Response
			The comment period is for jurisdictions in Alameda County. Alameda CTC staff provided notification to the governing boards of all cities, the county and transit operators in Alameda County who are represented on the Alameda CTC Commission of a 45-day comment period regarding the proposed amendment, which included direction on how comments must be submitted to the Commission. The notifications were sent via email and hard copy through the US Postal Service on May 29, 2020. The public noticing process is consistent with what is required in the TEP Implementing Guidelines. The process was described at the May Alameda CTC Committee and Commission agenda materials and discussed at the meetings. Alameda CTC is responding to all public comments received. Comments were received by member jurisdictions as well as advocacy organizations and individual members of the public expressing a diversity of viewpoints on the proposed amendment.

Organization/Individual	Date	Comments	Response
		52. No environmental impact report is not complete so there is not detailed information available regarding the rail project's effects.	As with all projects in the 2014 TEP, the project must meet specific environmental deadlines and comply with regional, state and federal requirements. There is no legal requirement and the TEP does not require that projects must complete an environmental document before being in the plan, nor does it require that full funding is required before being in the plan. Every project in the 2014 TEP has a funding shortfall; the sales tax dollars are intended to be leveraged with other local, regional, state and federal funds to deliver the projects. Most of the named capital projects in the 2014 TEP did not have completed EIRs when the TEP was approved by voters. Only four of the 21 named capital projects in the TEP had an approved EIR when the TEP was approved by voters. The Draft EIR is anticipated to be released in fall 2020.
		53. No detailed evaluation of other alternatives such as extending BART service to Livermore.	See response to Comment 3.

Organization/Individual	Date	Comments	Response
		54. Concerned with exurban sprawl and the need to re-establish patterns of living close to work. Before the Valley Rail project received any public funding, policies must be established to ensure that only higher-density, compact growth will be allowed in these outlying areas.	The TVSJVRRA has adopted a Transit Oriented Development (TOD) Policy to support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to: • Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations. • Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans. The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently added as a new PDA.
		55. The additional demand on BART and the mechanism for funding BART's added costs should also be detailed ahead of making large expenditures like this.	See response to Comment 9.

Organization/Individual	Date	Comments	Response
		56. Large-scale policy and planning decisions and clearer understanding of Valley Link's overall impacts on growth and additional sprawl in the exurbs and suburbs must be very carefully calculated before, not after, such a project is funded.	See response to Comment 52.
		57. With future sales tax revenues in doubt and existing transit systems in crisis, the funding should remain unspent, be allocated to other voter-approved Measure BB projects, or used to support existing transit agencies and services.	See responses to Comments 3 and 4.
Law Offices of Jason A. Bezis	May 28, 2020	58. Expressed opposition to the TEP Amendment.	Opposition noted.
		59. Stated that the Amendment would be a bait and switch while voters distracted by the COVID-19 pandemic and is a major decision that should not be made during an emergency.	The Alameda County Transportation Commission continues to operate during the COVID pandemic, including acting on advancing projects approved by voters in the 2014 Transportation Expenditure Plan.
		60. Stated that the Valley Link Rail project to Altamont Pass is a drastically different project than BART to Livermore and raised concerns about funding being spent outside of the county and for little to no benefit to Alameda County taxpayers.	See response to Comment 2.

Organization/Individual	Date	Comments	Response
		61. Stated that the Amendment upsets to overall geographic equity consensus that underpins the Measure BB TEP, as the benefits to the residents of the Tri-Valley are less than they would have been is BART to Isabel Avenue had advanced.	This Amendment preserves the original geographic funding distribution of the 2014 TEP. When the 2014 TEP was crafted by the Commission, it was done so to address geographic equity in investments and to reach consensus on a set of projects and programs that would provide benefits in all areas of Alameda County. The Amendment does not propose redistributing funds outside of the East Planning Area.
		62. Stated that the Commission is acting prematurely, with too many unknowns, and highlighted the need for the EIR to be released and an implementation plan and funding plan to be complete.	See responses to Comments 3 and 52. The proposed TEP amendment states that funds are for construction only in Alameda County and shall not be used until full funding commitments are identified and approved
		63. Raised concerns regarding potential impacts on crowded BART trains.	See response to Comment 9.
		64. States that alternatives need to be further evaluated. The commenter specifically advocated for an express bus alternative that was identified in the 2003 Caltrans I-580 widening study as a cost-effective alternative that could be implemented quickly, or for a t-BART proposal that would utilize existing rail corridors in the Tri-Valley.	See response to Comment 3. Conditions have changed since 2003 with the construction of the I-580 Express Lanes. BART did analysis in 2018 (Comment 3) and express bus was considered but not recommended to be advanced.
		65. Noted that voters in the Tri-Valley did not support Measure BB and suggested that voters in the Tri-Valley vote on whether or not to reallocate the $400 million.	Measure BB passed based on total votes in the county, not based on geographies within the county. The TEP Implementing Guidelines lay out the Amendment process. This proposed Amendment is following that process.

Organization/Individual	Date	Comments	Response
		66. Stated that the decision should not be made until after the fall elections, which will result in new mayors for all three cities in the Tri-Valley and a new county supervisor.	Actions taken at the Alameda County Transportation Commission are done based upon the 22 members representing the full Commission and are not made on a planning area basis.
		67. Stated that Livermore residents would be betrayed if the Amendment proceeds, as they would continue paying taxes with no BART service and diminished local streets and road funding.	The Valley Link project includes rail stations, and rail service connecting directly into the BART system. The City of Livermore submitted a letter of support for the project. See also response to Comment 34.
		68. Raised concerns regarding the Measure BB campaign.	See Memorandum, Attachment A to this Comment Matrix.
Sierra Club	May 11, 2020 and July 13, 2020	69. Expressed opposition to the proposed actions. Recommend that no action be taken for the foreseeable future, at least until after completion of a full Environmental Impact Report process and other related documentation, and until there is a return to financial stability for Measure BB sales tax funds.	See response to Comments 52 (regarding environmental analysis) and 36 (regarding sales tax).
		70. Expressed no current position regarding the project itself, pending much more documentation and analysis for both decisionmakers and the public.	Noted the desire for more documentation and analysis.

Organization/Individual	Date	Comments	Response
		71. Insufficient comment period: - No notice was provided to the public or posted on the Alameda CTC website - The public was not informed how to communicate with elected representatives so that timely and informed comments by the jurisdiction could be submitted	See response to Comment 51.
		72. Request that all comments by jurisdictions be posted on the Alameda CTC website by the end of July 2020 so that the public can communicate on this matter with their elected officials.	Per direction of the Commission in May 2020, all comments will be posted with the September materials for the Planning, Policy and Legislation Committee (PPLC) along with a comment and response matrix.
		73. Request information regarding the potential/expected impact on other transit recipients if Valley Link is approved as a new agency that is eligible for Measure BB funds, including for operations? Does the selective omission of Valley Link in the "redlined" Appendix C of the May 28 materials mean that Valley Link will not be an eligible recipient under the Category of "Transit: Operations, Maintenance, and Safety Program"?	The TEP amendment request did not include a request for operating funds and, therefore, consideration for operating funds is not subject to this amendment. Redistribution of funds for operations would require a separate amendment, which has not been requested.

Organization/Individual	Date	Comments	Response
		74. The entire package of proposed actions is premature before completion of a full Environmental Review process, which is necessary to determine the viability, appropriateness, and environmental impact of the proposed project.	See response to Comment 51.
		75. Concerned the actions are being rushed, especially given the magnitude of current revenue uncertainties.	The TVSJVRRA submitted its request for the TEP Amendment to Alameda CTC in September 2019. Over the past year, Alameda CTC has participated on a project Executive Steering Committee with MTC, BART, SJRRC, Caltrans, and the California State Transportation Agency to provide input on the development of the feasibility report and project development. Alameda CTC also evaluated initial project designs related to potential impacts on the I-580 Express Lanes; those discussions will continue as the design progresses. See response to Comment 36 regarding sales tax.

Organization/Individual	Date	Comments	Response
		76. Current financial projections and analyses identify significant shortfalls in sales tax revenues at all levels for the foreseeable future. Please identify your responses below both with, and without, the impact of ACTC approval of the proposed Valley Link actions: - What are the current estimates and projections for Measures B and BB revenues (for at least the next 5 years), and as compared to previous actuals? - How will these changes in revenues affect DLD formulas, as well as other anticipated payments to jurisdictions and/or projects or programs?	See response to Comment 36.

		77. There is no "entitlement" for Measure BB funds from the cancelled "BART to Livermore" project for either the Tri-Valley planning area or even for a rail project, and the voters who actually approved Measure BB, with the "BART to Livermore" project, were, in large part, not primarily from the Tri-Valley. There should be an open, full and fair competitive assessment to determine any re-programming of that project's successor, per Implementing Guideline 22 from the TEP. ***22. Fund Allocations****: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets, 4 Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.*	See responses to Comments 3 and 4.

Organization/Individual	Date	Comments	Response
		78. Valley Link violates the "inter-regional commuting" policy of SB 375 and Plan Bay Area.	SB 375 applies to regional transportation plans/sustainable communities strategies (RTP/SCS) that are adopted by metropolitan transportation organizations (MPOs) in the state of California. As it relates to this project, the two MPOs are the Metropolitan Transportation Commission (MTC) and the San Joaquin Council of Governments (SJCOG). The MTC Commission recently voted to include Valley Link in Plan Bay Area 2050, the RTP/SCS currently in development in the Bay Area region. SJCOG's most recent RTP/SCS was amended in early 2020 to include the Valley Link project. MTC's robust project performance assessment did not identify performance concerns with the Valley Link project regarding the project conflicting with the guiding principles of Plan Bay Area and identified it as a relatively well performing regional rail project.
		79. Valley Link would disadvantage Alameda County residents, taxpayers, and transit riders to the benefit of inter-regional travelers from San Joaquin County.	See response to Comment 2.
		80. ACTC should not act until there is at least a matching financial commitment from San Joaquin County. Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and continuing operations for this multi-county project.	See response to Comment 28.

		81. The ACTC meeting materials from May 28th show the proposed project description only as it would be amended, without including the carefully negotiated original terms – approved by the voters – that are proposed for omission or change now. - What difference does the "initial operating segment" make to the proposal's potential draw on Alameda County funds? - What criteria will be used to assess whether the initial operating segment "most effectively meets" the adopted project goals, and which agency will make that determination? - When will "full funding commitments" be identified and approved for the full project? - Please also explain why the references to "detailed" analysis and "all" alternatives are being deleted.	No Measure BB funds may be expended outside of Alameda County. Measure BB funds could be used for an Initial Operating Segment that would be adopted by the TVSJVRRA Board, which has established project goals against which the proposed project and project alternatives will be measured and considered when considering project adoption. The TVSJVRRA-adopted project goals are: • Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs. • Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service. • Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve. • Be a model of sustainability in the design, construction, and operation of the system. • Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system. Currently the TVSJVRRA is considering two different potential initial operating segments: an extension from Dublin-Pleasanton BART to Greenville, or an extension from Dublin-Pleasanton BART to Mountain House. As stated in the proposed TEP Amendment language, a full funding plan must be identified before Alameda CTC would release Measure BB funds. In addition, Measure BB funds are only allowed to be used for construction. References to "detailed" and "all" are proposed to be removed for clarity and to remove vague qualifying statements. The BART

Organization/Individual	Date	Comments	Response
			to Livermore Project EIR evaluated a number of alternatives, and the Valley Link EIR is also evaluating a number of alternatives.
		82. Several places in the proposed "amendments" describe Valley link as "Commuter Rail," despite the fact that it is proposed to operate throughout the day. Is this an attempt to obviate or avoid an obligation for ADA complementary paratransit service for passengers, or attempted passengers, who may have difficulty using the train service?	Valley Link will comply with all ADA regulations and will work with local transit operators to assure equitable access to the system. Under those regulations, Valley Link clearly falls within the definition of "commuter rail" as it will not operate in exclusive right-of-way and is not a light rail (street car) system by definition. See 49 CFR §37.3, §37.121(c).
		83. There is simply no need to rush into the proposed actions, particularly in the context of the current health and financial crises being faced by the State and local communities. Why not first take time for responsible analysis and an opportunity to see if-how-and-when recovery is able to occur, before committing funds that may not materialize for years to come?	See response to Comment 36.
Pleasanton Chamber of Commerce	May 27, 2020	84. Expresses support for amendment. Cites traffic reduction benefits, fulfilment of voter promise, reduction in VMT.	Support noted. Benefits noted.

Organization/Individual	Date	Comments	Response
Train Riders Association of California	May 26, 2020	85. Urge the Commission to defer action until an Environmental Impact Report is completed.	Comment noted.
		86. Without a certified EIR, there is no evidence to support the claim that the proposed Valley Link project will provide meaningful benefits to Alameda County taxpayers. The Commission has a special duty to taxpayers to make an affirmative finding of benefit, under Section 14 of the Expenditure Plan Guidelines: - No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County.	No Measure BB funding may be spent outside of Alameda County. See response to Comment 2.
		87. Valley Link may result in overcrowding on the BART system that would have serious implications as to whether the project could reasonably be judged as benefitting Alameda County residents.	See response to Comment 9.

Organization/Individual	Date	Comments	Response
		88. An EIR would determine whether Valley Link would result in the construction of any infrastructure or station that would be inconsistent with the land use constraining provisions of Alameda County year 2000 Measure D. An EIR will provide information on the Valley Link project's compliance with the County's Gateway Policy.	The "gateway policy" is part of the Alameda County East County Area Plan - as amended by Measure D. The policies identified in the Plan (as noted in italics below) do not preclude the advancement of Valley Link. The Valley Link project will both facilitate the movement of commercial goods and improve safety in the corridor. • *The County shall assign priority in funding decisions to arterial and transit improvements that would improve local circulation, and to improvements that would facilitate movement of commercial goods.* • *This policy shall not preclude the County from supporting or approving any rail projects or improvements required for roadway safety*.
		89. As the largest single capital project in Measure BB, BART to Livermore was the marquee project. Because of that special status, it demands special treatment above and beyond the 2/3 majority required for an amendment.	The TEP implementing guidelines do not include any special requirements for specific projects. The TEP implementing guidelines specifically state: "4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment."
		Because Measure BB resulted in financial trade-offs between the Tri-Valley and the North County cities through a reweighting of the basic allocation formula for local streets and roads, the entire Expenditure Plan would need to be reopened to assure fairness for all jurisdictions.	See response to Comment 4.

Organization/Individual	Date	Comments	Response
		90. Other alternative projects, including several that TRAC has advocated for, would potentially be far more cost-effective in providing the service that Valley Link seeks to offer.	See response to Comment 3.

Verbal Comments & Letters Received for PPLC and Commission Meetings

May 11, 2020 Alameda CTC Planning, Policy and Legislation Committee meeting

The following public comments were heard during the 5/11 PPLC meeting:

- Pat Piras, on behalf of the Sierra Club, spoke during public comment noting that there were too many issues andquestions that should be addressed before the recommended actions move forward. Ms. Piras specifically questioned the lack of funding from San Joaquin County, consistency with SB 375, and the financial impact of COVID-19.

The following letters were received for the 5/11 PPLC Meeting and received by Commissioners:

- Gerald Cauthen on behalf of **Bay Area Transportation Working Group** – expressing concern about reallocation, advocating for buses in bus-only lanes as a superior alternative.
- Dave Campbell on behalf of **Bike East Bay** – Raised questions about the lack of outreach in the City of Livermore. He mentioned concerns regarding how the financial crisis will impact the proposed project
- Kelly Ellen Marshal on behalf of **Building and Construction Trades Council of Alameda County**, AFL-CIO – Support of staff's recommendation
- Tim Sbranti on behalf of **Innovation Tri-Valley Leadership Group** – Support of staff's recommendation
- Dawn P. Argula on behalf of **Livermore Chamber of Commerce** – Support of staff's recommendation

- **Sierra Club** (San Francisco Bay Chapter) (Matt Williams, Dick Schneider, Eric Parfrey) – Noted too many issues and questions that should be addressed before the recommended actions move forward; and questioned the lack of funding from San Joaquin County, consistency with SB 375, and the financial impact of COVID-19

May 28, 2020 Alameda CTC Commission meeting:

The following public comments were heard during the 5/28 Commission meeting:

- Jason Bezis stated he did not support staff's recommendation and noted his concerns about the $400 Million being used by San Joaquin residents and not Alameda County residents.
- BART Director John McPartland stated that he supports staff's recommendation.
- Pat Piras, on behalf of the Sierra Club, urged Alameda CTC to defer this action and requested Alameda CTC respond to the letters and comments before the end of the 45-day comment period.
- Gerald Cauthen (President of Bay Area Transportation Working Group) expressed his opposition to staff's recommendation.

The following Public comment letters were received by the noticed deadline for the 5/28 Commission Meeting and provided to Commissioners:

- **Alameda County Taxpayers Association** – Oppose staff's recommendation
- **BART Director John McPartland** – Support of staff's recommendation
- **BART** General Manager Robert Powers – Support of staff's recommendation
- Jim Wunderman writes on behalf of the **Bay Area Council** – Support of staff's recommendation
- Gerald Cauthen, President and co-founder of the **Bay Area Transportation Working Group** – Oppose staff's recommendation
- Andreas Culver, Secretary-Treasurer, of the **Building and Construction Trades Council of Alameda County** – Support of staff's recommendation
- Ronald P. Gerhard, Chancellor of the **Chabot-Los Positas Community College District** – Support of staff's recommendation
- Linda Smith, City Manager of the **City of Dublin** – Support of staff's recommendation
- John Marchand, Mayor of the **City of Livermore** – Support of staff's recommendation

- Nelson Fialho, City Manager of the **City of Pleasanton** – Support of staff's recommendation
- Tim Sbranti, on behalf of the business and civic leaders who comprise the **Innovation Tri-Valley Leadership** Group – Support of staff's recommendation
- Rafael Gonzalez on behalf of **Laborers' Local 304** – Support of staff's recommendation
- David Haubert on behalf of the **Livermore Amador Valley Transit Authority (LAVTA**) – Support of staff's recommendation
- Steve Van Dorn, President and CEO of the **Pleasanton Chamber of Commerce** – Support of staff's recommendation
- David Schonbrunn, President of the **Train Riders Association of California**, writes to urge the Commission to defer action on amending the Expenditure Plan for Measure BB until Alameda CTC receives an environmental impact report for Valley Link

June 8, 2020 Alameda CTC Planning, Policy and Legislation Committee

1. **Public Comment**
   Pat Piras, on behalf of the **Sierra Club**, commented on the Valley Link Project and the proposed 2014 Transportation Expenditure Plan amendment. Ms. Piras requested that Alameda CTC respond to questions raised by the Sierra Club, well in advance of the 45-day comment period that is required to amend the 2014 Transportation Plan. She requested to extend the 45-day comment period to end at a later date.

WENDEL ROSEN
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MEMORANDUM

September 3, 2020

TO: Alameda County Transportation Commission

FROM: R. Zachary Wasserman

RE: Comments from Jason Bezis regarding the 2014 campaign to approve Measure BB as part of Valley Link comments

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Jason Bezis submitted a number of comments on the Valley Link amendment which are addressed as part of the Comment Matrix. In addition to comments about both the substance and the process for this amendment, he added irrelevant comments about the 2014 election that approved the extension and increase of the sales tax supporting transportation projects and programs in Alameda County. Mr. Bezis raised these issues in 2014 and 2015 with the Commission and with the State Fair Political Practices Commission ("FPPC"). The Commission retained an independent law firm, Renne Sloane Holtzman Sakai to investigate the issues he raised. Randy Riddle of that firm conducted a thorough factual investigation and legal analysis, resulting in a 62-page report. The report concluded that no laws were violated, that no public funds were improperly used and that no conflict of interest rules were violated by any of the actions raised by Mr. Bezis. Mr. Riddle did recommend that Commission staff receive formal ethics training about campaign rules. That training has been provided as part of a broader ethics training program.

Mr. Bezis made a complaint to the FPPC with similar issues. The FPPC reviewed the complaint and a response from ACTC and declined to investigate those complaints. A similar, but more vague complaint was made by Jerry Cauthen to the FPPC. After reviewing the report by Randy Riddle, the FPPC also declined to investigate that complaint.

These issues are entirely irrelevant to the Valley Link amendment and as noted have been thoroughly investigated and rejected by both the Commissions independent investigator and the FPPC. No further response is necessary.

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Alameda-Contra Costa Transit District

July 9, 2020
Mayor Pauline Cutter
Alameda County Transportation Commission Chair
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Valley Link TEP Amendment

Dear Chair Cutter,

Thank you for providing AC Transit and other jurisdictions in Alameda County the opportunity to comment on the Alameda County Transportation Commission (ACTC) and Tri-Valley San Joaquin Valley Regional Rail Authority's (TVSJVRRA) proposed amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to reprogram $400 million in the Measure BB funds from the BART to Livermore project to the Valley Link Rail project. Please note that AC Transit's Board of Directors has not had the opportunity to provide official comment and position on the proposed amendment and AC Transit's Board representative has indicated she will be guided by the board's direction. Therefore, this letter reflects the comments of AC Transit staff.

As a primary transportation provider in Alameda County, AC Transit has interest in the county's transportation services and the establishment of a comprehensive, multi-modal transit network. As a result, staff has the following comments with regard to the proposed amendment:

- Though the BART to Livermore project did not align with BART's service priorities, the project was primarily intended for Alameda County residents, employees and taxpayers. Any alternate use of the funding allocation should benefit the same population in the county. This is consistent with Implementing Guideline #14 - "No Expenditures Outside of Alameda County" under the TEP.

  The Valley Link Rail project appears to have a primary purpose of transporting residents from San Joaquin County to Alameda County, with an ultimate destination in Santa Clara County, similar to existing ACE Train service. ACTC Staff and Valley Link Project staff were unable to clarify this issue when asked by the AC Transit Board. If the funding allocation is transferred to this project, Alameda County taxpayers would not directly benefit as much as San Joaquin County residents, especially if there are no committed funds from San Joaquin County.

- Appropriate use of the $400 million in funding should be to help create a comprehensive multimodal transportation network that serves the residents, employees and taxpayers of Alameda County. There are many transportation projects

that could improve travel and commute for Eastern Alameda County and would have a better cost-benefit ratio than the Valley Link Rail project and thus, a better and more efficient use of funds. Possible projects such as express bus service and bus rapid transit would fall into this category. Implementing Guideline #22 – "Fund Allocations" under the TEP would allow for such projects to be funded with the allocation.

- Given the current financial climate and the uncertainty that lies ahead, it is within reason for ACTC to also consider reallocating the $400 million to any number of under-funded capital projects throughout the county, including transit projects within the AC Transit service area that are identified in multiple countywide plan documents. Per Implementing Guideline #4 – "Amendments Require 2/3 Support" of the TEP, ACTC could amend the plan with a 2/3 supporting vote of the commission and distribute funds to existing planned or proposed projects.

Again, thank you for giving AC Transit the opportunity to comment on this proposed amendment to the TEP. Should you have any questions or need clarification on the above comments, please do not hesitate to contact AC Transit staff.

Sincerely,



Michael Hursh
General Manager

BOARD OF SUPERVISORS

June 10, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

RE: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services – firefighters, police, nurses, and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

1221 OAK STREET • FIFTH FLOOR • OAKLAND, CALIFORNIA 94612 • 510 272-6984 • FAX 510 272-3784

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Richard Valle, President
Alameda County Board of Supervisors

CC: Alameda County Transportation Commissioners
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

From: Marcus Crawley
To: Vanessa Lee
Subject: Tri Valley $400 million
Date: Saturday, May 23, 2020 7:59:43 AM

Pauline Cutter, Chair, and ACTC Commissioners May 22, 2020
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)

Dear Chair Cutter:

The Alameda County Taxpayers Association (ACTA), a 501(c)(4) organization, represents the taxpayers of this County in advocating legal and productive expenditures of taxpayer funds. As such, ACTA is a statutory appointer of a member of the ACTC Independent Watchdog Committee.

Alameda County Taxpayers Association [ACTA] is troubled by plan to transfer $400 million BART funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority. The Alameda County voters approved the Special Tax of Measure BB and to be dedicated for Alameda County transportation projects such as the BART to Livermore extension. The foremost consideration of ACTC must be the will of the voters. ACTC must narrowly construe the intention of the voters regarding the 'specific purposes' of the Measure BB special sales tax. The voters did not contemplate that the Measure BB taxes would single-handedly fund multi-county projects in the absence of funds contributions from other counties. When the Tri-Valley Authority has produced its share of the project funding, the ACTC can plan how to spend Tri-Valley Authority funds. ACTA will vigorously oppose any plan to divert these funds away from a voter-approved project.

For the present ACTC must demonstrate that it can plan a viable project by solving the BART to Livermore extension. This Committee must demonstrate leadership and build consensus on existing Alameda County projects, not leap ahead to the next glorious project that has not even been planned. As a first step in leadership, the committee should use its power to make the promised annual audits of Measure BB expenditures a reality.

We call on ACTC to table this action until such time as a proper study be made of this project and the logical alternatives, including a long-haul commuter express bus network for both Eastern Alameda County along the I-580 Corridor and over the hills from the Central Valley. We certainly have no objection to working jointly with Central Valley governments and other interest groups on a project of mutual benefit. However, we do not understand why ACTC is proposing that the Alameda County taxpayers be the first to transfer funds approved by the voters to benefit primarily Alameda County residents to a project that would instead primarily benefit residents of other counties – particularly since there is no commitment from those counties, or even an idea of when such a commitment might be made.

The $400 million was originally approved by the voters as part of Measure BB in 2014 for a BART extension to Livermore. The BART Board elected not to pursue this, so we agree it is proper to study other transportation improvements in this corridor – but, we believe that the first priority should be for what the voters intended, benefits for the residents and travelers along the I-580 corridor in the Eastern Tri-Valley area.

We do not object to the study of rail alternatives in this corridor and into the Central Valley, either BART or commuter/inter-city rail. But, in our role as a taxpayer advocate, we believe that it would be improper to advocate for rail unless and until a proper, unbiased study fairly considers other options, including a bus system on dedicated lanes, that could require far less taxpayer dollars and could be completed much faster. If the study shows that Valley Rail is the best option and is fair to the taxpayers and the traveling public, and is feasible, then ACTC should consider this $400 million reallocation at that time.

We do not understand the necessity nor the benefit of making this decision so early in the planning process.

I will be commenting on this matter at the Commission meeting.

Thank you for your consideration of the position of the Alameda County Taxpayers Association on this important matter before the Commission.

Respectfully submitted,

Marcus Crawley -President of

ACTA

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
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Robert Powers
GENERAL MANAGER

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Debora Allen
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Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As BART Director (District 5) and representative for my constituents and taxpayers in the Tri-Valley area, I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades. The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

I urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

John McPartland
BART Director, District 5

Cc: BART Directors and Board Appointed Officers
Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
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2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

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Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

Via Email

Mayor Pauline Cutter, Chair
c/o Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 95607
vlee@alamedactc.org

RE: Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request

Chair Cutter:

Thank you for the opportunity to comment on the above referenced item. On behalf of the San Francisco Bay Area Rapid Transit District (BART), I would like to express support for beginning a 45-day comment period on the proposed amendment to the 2014 Measure BB funded TEP, as described in the staff memorandum.

In May 2018, the BART Board of Directors certified the Final Project EIR for the BART to Livermore extension, and directed staff not to advance a specific project in the Tri-Valley. Pursuant to AB 758 (Baker), the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) at that point assumed responsibility to advance a rail project in the corridor. Since then, BART staff have been engaged with the TVSJVRRA throughout project feasibility and initial design and environmental assessments of the proposed Valley Link Rail project, and this coordination continues.

Because of this, BART supports the action to begin the public comment period for the amendment to the TEP naming the TVSJVRRA as an eligible recipient of Measure BB funds and specifically naming the Valley Link project in place of BART to Livermore. It is important to hear from Alameda County residents and other stakeholders. The District anticipates submitting a more detailed set of comments during the official 45-day comment period that this action will kick-off.

Please do not hesitate to contact me or my staff with any additional questions.

Sincerely,

Robert M. Powers
General Manager

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

July 13, 2020

Lateefah Simon
PRESIDENT

Mark Foley
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6TH DISTRICT

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7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

Via Email

Tess Lengyel, Executive Director
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 95607
tlengyel@alamedactc.org

RE: Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Ms. Lengyel,

Thank you for the opportunity to comment on the above referenced item as part of the 45-day comment period that began following the Alameda County Transportation Commission's (Alameda CTC) initial action on May 28, 2020. On behalf of the staff of the San Francisco Bay Area Rapid Transit District (BART), I am writing to express my support, with recommendations detailed below, of the proposed amendment of the 2014 Transportation Expenditure Plan, specifically on the $400 million (M) of the 2014 Measure BB funds identified for the BART to Livermore extension project.

The 2014 Transportation Expenditure Plan (TEP) that was approved by Alameda County voters did specify "a BART Extension within the I-580 Corridor … using the most effective and efficient technology." In May 2018, the BART Board of Directors certified the Final Project EIR for the BART to Livermore extension, and directed staff not to advance a specific project in the Tri-Valley. Pursuant to AB 758 (Baker), the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) at that point assumed responsibility to advance a rail project in the corridor. Because of the BART Board's decision to not advance a project in the corridor, and TVSJVRRA's subsequent assumption of the lead for rail planning in the Tri-Valley, BART staff supports (with recommendations below) the proposed action to amend the TEP naming the TVSJVRRA as an eligible recipient of Measure BB funds and specifically naming the Valley Link project in place of BART to Livermore. Staff believes this action is consistent with intent of Alameda County voters to invest in transit in the I-580 Corridor. It is important that the $400 M sales tax investment does accrue to Alameda County residents and businesses.

Since the TVSJVRRA assumed responsibility for a rail project in the Tri-Valley, BART staff have been engaged with the Authority during project feasibility and initial design of the proposed Valley Link Rail project, and this coordination continues as the project undergoes environmental review and design refinement. This coordination has been key to BART's review of the potential impacts that the Valley Link project is projected to have on riders of the BART system.

To ensure a safe, comfortable and seamless journey for transit riders, BART recommends that the amendment to the TEP clearly indicate that required improvements to the BART system in Alameda County resulting from the impacts of the Valley Link Rail project are priority components of the Phase 1 Valley Link Rail project. These fall into three areas of investments:

1) **Base Project:** As a result of our initial analysis of these impacts, BART projects that the increased ridership driven by the Valley Link Rail project will result in impacts to BART (including the need to acquire additional rail cars), station capital improvement needs (to accommodate safe and smooth passengers flows), and reconfiguration of the Dublin/Pleasanton station (to facilitate transfers between the two systems). These analyses will be further revised as coordination continues, in preparation for the release of the Draft Environmental Impact Report for the Valley Link Rail project scheduled for later this year
2) **Core Improvements:** Initial analysis indicates that many future Valley Link patrons would transfer to the BART system, and that capacity improvements of varying cost may be required at destination stations, such as the 12th St Oakland, 19th St Oakland, Castro Valley, Lake Merritt, and West Dublin / Pleasanton BART stations (i.e., platform width, emergency egress, vertical circulation). Measure BB funding eligibility must reflect the potential that expenses related to the Valley Link Phase 1 project may occur outside the I-580 corridor itself, but still within Alameda County.
3) **I-580 Corridor Fare Gate Modernization:** Funding is required to modernize faregates for BART stations within the I-580 Corridor (Castro Valley, West Dublin/Pleasanton and Dublin/Pleasanton stations) to the revised standard adopted by the BART Board of Directors. These new faregates address fare evasion at these stations and provide current and future travelers within the I-580 Corridor a safer and more secure experience.

The Valley Link project will not be successful for our riders and Alameda County taxpayers if the system does not adequately accommodate these new passengers. BART does not have funding to mitigate these impacts, which are critical to the overall success of this project. Therefore, BART anticipates that the close coordination with the Valley Link Rail project team will continue as the project advances. While ultimately other fund sources may be used for the core system BART impacts noted above, at this early phase it is important to maintain maximum flexibility of local funding so that they can be used to leverage additional region, state, and federal funding sources.

Thank you again for this opportunity to comment on this proposed action. Please do not hesitate to contact me or my staff with any additional questions.

Sincerely,

Robert M. Powers
General Manager



Bay Area Transportation Working Group (BATWG)

May 11, 2020

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation Committee

Alameda County Transportation Commission (ACTC)

1111 Broadway, Suite 800 Oakland, CA 94607

Dear Commissioner Ortez:

It has come to our attention that the ACTC is thinking of reallocating the Measure BB funds set aside for the Livermore BART connection to "Valley Link". We urge you to desist.

For one thing such an action would make a mockery of what the Alameda County voters voted for in 2016. For another it would deny the people of Livermore the one good way of getting from their city to the East Dublin BART Station.

At the time the BART Board was considering whether or not to put the Measure BB $400 million toward a proposed $3.2 billion BART extension to Greenville Road, BATWG conducted an extensive investigation of the bus alternative. It was our conclusion that in terms of improving the access of the people of Livermore to BART, well-appointed buses (patterned after the privately-operated hi-tech buses) operating in bus-only lanes would be a far cheaper and better option. At the time we envisioned three separate lines originating in separate parts of Livermore all traveling out-of-traffic, at least during commute hours, to the Station.

Sincerely,

Gerald Cauthen
Co-Founder and President,
Bay Area Transportation Working Group
510 208 5441
www.batwgblog.com

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Bay Area Transportation Working Group

May 23, 2020

Pauline Cutter, Chair, and ACTC Commissioners

Alameda County Transportation Commission

1111 Broadway, Suite 800

Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda Item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)"

Dear Chair Cutter:

The Bay Area Transportation Working Group (BATWG) is an Oakland-based 501(c)(3) composed of senior transportation experts and advocates with centuries of collective experience in California, Bay Area, and Alameda County transportation issues and projects.

At BATWG's May 21, 2020 meeting there was a discussion of the proposed diversion of Alameda County Measure BB funds to Valley Rail. After the discussion the vote was unanimous; we believe this action would be inappropriate and unwise.

What Valley Rail needs most right now is a full, proper, and unbiased study of its feasibility – including projected ridership, cost-effectiveness and identified sources of funding, all in comparison with the other transportation options for the corridor and all taking the changes brought on by COVID into full account.

In 2017, when the question how to use this $400 million was before the BART Board, the BART staff recommended a significantly upgraded bus option on grounds that it would better serve the transportation needs of Pleasanton and Livermore than an expensive 10-mile extension of BART to Livermore's Greenville Road would. BATWG strongly supported the staff's recommendation and subsequently submitted a list of proposed bus system enhancements.

The original BART Extension project approved by the Alameda County voters was intended to benefit the people of Alameda County, including the residents of

Pleasanton and Livermore Area and those traveling to those cities from more westerly Alameda County locations. Obviously, this was a project that the Alameda County taxpayers were willing to support because the vast majority of the benefits would accrue to Alameda County residents and taxpayers. Valley Rail, which includes five stations in the Central Valley and only three in Alameda County, is intended to primarily benefit non-Alameda County residents.

There is no reason or justification for diverting $400 million in BB funds to Valley Rail at this time.

The Bay Area Transportation Working Group looks forward to working with the ACTC in working to improve transportation in the I-580 Corridor.

Respectfully submitted,

Gerald Cauthen PE

President and Co-founder

Bay Area Transportation Working Group (BATWG)

510 208 5441

www.batwgblog.com

BAYAREA COUNCIL
Shape the Future

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Jim Wunderman

Jim Wunderman
President & CEO
Bay Area Council

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

From:	Angie Ayers
To:	Angie Ayers
Cc:	Tess Lengyel; Vanessa Lee
Subject:	FW: Bike East Bay comments on Valley Link
Date:	Monday, May 11, 2020 12:23:17 PM

Hello Commissioners,

Please see the below public comment for item 5.1.

Regards,
Angie

Angie Ayers, Associate Administrative Analyst
Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607
Phone: 510.208.7450 direct dial | 510.208.7400 main line
Email: aayers@alamedactc.org Website: www.alamedactc.org
Facebook: www.facebook.com/alamedactc Twitter: @alamedactc

From: Vanessa Lee
Sent: Monday, May 11, 2020 12:20 PM
To: Dave(dave@bikeeastbay.org) Campbell <dave@bikeeastbay.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>; Angie Ayers <aayers@alamedactc.org>
Subject: RE: Bike East Bay comments on Valley Link

Received. Thank you.

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Dave Campbell <dave@bikeeastbay.org>
Sent: Monday, May 11, 2020 12:19 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Bike East Bay comments on Valley Link

Commission

We support transit, and possibly this project too, but have questions and concerns around:

1. The lack of public outreach in Livermore to generate support for this project. Measure BB in Livermore did not get a ton of support and BART was controversial. RM3 get even less support in Livermore. We don't want this project to be controversial like the BART project was. The Isabel Neighborhood Plan was controversial too because of BART. Where are the residents of Livermore on this project?;
2. Hour headways off -peak is poor public transit, and is in fact commuter rail. This corridor needs good transit. What can be done to convert this project from commuter rail to good transit?
3. Can we hear more about the financial crisis and how this project is affected? It's concerning to hear a presentation that does not acknowledge the current financial crisis.

Thank you for more clarifying information.

--
Dave Campbell
Advocacy Director
Bike East Bay
****
Office: 466 Water Street at Jack London Square in Oakland
Mail: PO Box 1736, Oakland, CA 94604
Cell: (510) 701-5971
BikeEastBay.org

Learn how COVID-19 is impacting Bike East Bay events and activities.

Building and Construction Trades Council of Alameda County, AFL-CIO

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Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

Andreas Cluver
Secretary-Treasurer

Rob Stoker
President

Rafael Gonzalez
Vice President

Che Timmons
Sergeant in Arms

Auto & Marine Painters, #1176
Boilermakers, #549
Brick & Tile Layers, #3
Carpenters, #713
Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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Building and Construction Trades Council of Alameda County, AFL-CIO

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Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

Andreas Cluver
Secretary-Treasurer

Rob Stoker
President

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Vice President

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Auto & Marine Painters, #1176
Boilermakers, #549
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Carpenters, #713
Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

May 26, 2020

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
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- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu29/afl-cio

CHABOT
LAS POSITAS
COMMUNITY
COLLEGE
DISTRICT

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The CLPCCD and, especially Las Positas College, as evidenced by our MOU with LAVTA, recognize the value of public transportation in meeting sustainability goals and facilitating travel to and from the college. Specifically, the largest benefactor of these two projects will be Las Positas College, and the community we serve which encompasses over 9,200 students and 500 employees. Our research shows that our public transportation usage average is 10,000 individual rides per month and nearly 500 students take the bus each business day. Of our total student population, 20% take classes at both campuses. A rail extension to Livermore would support and facilitate the needs of student populations from both the Tri-Valley and 880/580 corridors. We know there is still a great need for additional public transportation options for all of our students and employees.

CLPCCD provides educational opportunities and support for completing of students' transfer, associate degree, basic skills, career technical education, and retraining goals. We serve, annually, approximately 29,000 students. Our employees and students use public transportation to get to and from their homes to our places of work.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Ronald P. Gerhard
Chancellor

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

CHABOT-LAS POSITAS COMMUNITY COLLEGE DISTRICT BOARD OF TRUSTEES

Edralin J. "Ed" Maduli, President
Genevieve Randolph, Secretary
Hal G. Gin, Ed.D.
Linda Granger
Maria L. Heredia
Tim Sbranti

Ronald P. Gerhard, Chancellor

OFFICE OF THE CHANCELLOR

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DUBLIN
CALIFORNIA
THE NEW
AMERICAN
BACKYARD

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Linda Smith
E33836CEEC044E0...

Linda Smith
City Manager, City of Dublin

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
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Fire Prevention
925.833.6606
Human Resources
925.833.6605
Parks & Community Services
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Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

DUBLIN
CALIFORNIA
THE NEW
AMERICAN
BACKYARD

July 10, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment.

On May 28, 2020, the Alameda County Transportation Commission (ACTC) approved the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP) to add the Authority's Valley Link project into the TEP, remove the BART to Livermore project from the TEP, and to move $400 million from the BART to Livermore TEP project to the Valley Link project. ACTC's action initiated 45-day comment period for all jurisdictions in Alameda County to comment on the proposed amendment. On behalf of the City of Dublin and as an ACTC member jurisdiction, I write to strongly support the amendment of the TEP to include Valley Link and to move $400 million of Measure BB funding to Valley Link. The Valley Link project will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and, after many decades of study, it will assure that our residents will finally benefit from the taxes they have paid.

An estimated 28,000 people are projected to ride the 42-mile, 7-station Valley Link system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. Valley Link will connect Northern California Megaregion's workforce to affordable housing, will provide opportunities for compact transit-oriented development, and will significantly reduce greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, Valley Link is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

I support ACTC's approval of the 2014 Measure BB Transportation Expenditure Plan Amendment to include the Valley Link project. This action will ensure that this vital project moves forward.

Sincerely,

DocuSigned by:
Linda Smith
F33886CFEC044E0...

Linda Smith
City Manager, City of Dublin

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

City Council
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Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
925.833.6640
Fire Prevention
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Human Resources
925.833.6605
Parks & Community Services
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Police
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Public Works
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LIVERMORE
CALIFORNIA

May 28, 2020

The Honorable Pauline Russo Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Agenda Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. Position of support.

Dear Chair Cutter:

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire County by reducing traffic over the Altamont Pass and through the congested I-580 and I-680 corridors. An estimated 93,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses, teachers, and people employed in manufacturing in the Tri-Valley and throughout Alameda County. Many of these Bay Area workers have been priced out of the communities they serve by rising housing costs and are suffering through an average 78-minute commute each way.

The environmental benefits of Valley Link are significant. Valley Link offers a rail alternative for those commuting by automobile. An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles

Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year.

Valley Link supports construction of badly needed affordable housing. Through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The Isabel Neighborhood Specific Plan, developed around the Valley Link station at Isabel Avenue, includes 4,095 new multifamily housing units with a mandatory 20% minimum affordable requirement with an overall goal for 25% affordable units in the Plan area.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will help ensure that this vital project can move forward to benefit the entire County and that commitments to the Tri-Valley are finally met.

Sincerely,

John Marchand

John Marchand
Mayor

cc: Supervisor Scott Haggerty
Tess Lengyel, ACTC Executive Director

LIVERMORE
CALIFORNIA

July 10, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Support for Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Dear Chair Cutter:

On behalf of the City of Livermore and as a member jurisdiction of the Alameda County Transportation Commission, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and after many decades of study, it will assure that our residents will finally benefit from the taxes they have paid.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated $42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

An estimated 28,000 commuters are projected to ride the 42-mile, 7-station Valley Link system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles

Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. An example of Valley Link supported TOD is the proposed Isabel Neighborhood Plan in Livermore, which includes 4,095 new housing units with a 20% minimum affordable inclusionary requirement per project with overall 25% affordability goal for the plan area.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are finally met.

Sincerely,

John Marchand
Mayor

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

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THE CITY OF
PLEASANTON

May 26, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that all of our Tri-Valley residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

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City Manager
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Economic Development
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City Clerk
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Fax: 931-5492

DocuSign Envelope ID: 204908FC-3263-4FFD-9E9A-326AE97BA60A

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Nelson Fialho
9B5F9FFD0C8544D...

Nelson Fialho
City Manager

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Pleasanton City Council

DocuSign Envelope ID: BC1D21C3-AE51-4CF8-BAEB-804A01C5C672

THE CITY OF PLEASANTON

June 26, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Subject: Support for 2014 Measure BB Transportation Expenditure Plan Amendment – Valley Link

Dear Chair Cutter:

Thank you for the opportunity to comment on the proposed 2014 Transportation Expenditure Plan Amendment.

The Alameda County Transportation Commission (Alameda CTC) discussed and approved the request from the Tri-Valley San Joaquin Valley Regional Rail Authority's (TVSJVRRA) request for an amendment of the 2014 Measure BB transportation Expenditure Plan on May 28, 2020. The amendment proposes to complete several actions: 1) recognize the TVSJVRRA as a new agency that is eligible to receive Measure BB funds; 2) Replace the BART to Livermore project with the Valley Link project and retain the $400 million in Measure BB funding for the Valley Link project.

The City of Pleasanton strongly supports the amendment to the 2014 Measure BB Transportation Expenditure Plan. As stated in the City's previous letter dated May 26th, 2020, the Valley Link Project will complete the regional rail concept initially envisioned for the Tri-Valley decades ago. The TVSJVRRA was created in 2017 to expedite the planning, development and construction of a rail service that connects BART to the Altamont Commuter Express. Valley Link not only benefits the Tri-Valley in creating regional mobility and reducing traffic along the 580 corridor; the project will connect San Joaquin County to the Bay Area servicing up to 28,000 riders per day.

The congestion reduction also provides numerous environmental benefits. Valley Link will reduce GHG emissions, pursue renewable energy sources, strive to attain 100 percent self-sufficiency, and apply global best practices to design and construct sustainable infrastructure. Valley Link will reduce GHG emissions by 24,000 metric tons of CO_2 emissions annually in

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City Clerk (925) 931-5027 Fax: 931-5492

DocuSign Envelope ID: BC1D21C3-AE51-4CF8-BAEB-804A01C5C672

2025, and 33,000 metric tons of CO2 emissions annually in 2040. The vehicle technology will provide additional environmental benefits by using Multiple Units featuring hybrid technology with the ability to convert to a fully-electric operation in the future.

Valley Link will also support the advancement of Transit Oriented Development by supporting MTC's Plan Bay Area; having four PDAs located along the Valley Link alignment will support more than 2,200 homes, all located within ½ mile of the stations. Housing and jobs in these areas will be within walking distance to regular Valley Link service, providing access throughout the day in both directions, and connecting with the Bay Area's BART system.

The project meets the vision and goals of Measure BB by expanding regional rail, providing traffic relief, improving air quality by providing clean transportation. The City of Pleasanton is encouraged by the TVSJVRRA's progress on the Valley Link Project and looks forward to the approval of the use of the Measure BB funds to assist in the completion of this vital project.

Sincerely,

DocuSigned by:
Nelson Fialho
9B5F9FED0C8544D...

Nelson Fialho
City Manager

Electronic cc: Mayor and City Council
Michael Tree, Executive Director of Tri-Valley – San Joaquin Valley Regional Rail Authority
Becky Hopkins, Assistant to the City Manager
Mike Tassano, Deputy Director of Community Development, Transportation

UNION CITY
california

July 21, 2020

Pauline Cutter, Chair
Alameda County Transportation Commission
tepamendment@alamedactc.org

Re: Comments on ACTC 2014 Measure BB Expenditure Plan Amendment

Dear Chair Cutter:

I am pleased to support the Tri-Valley San Joaquin Valley Regional Rail Authority request to amend the 2014 TEP to replace the BART to Livermore project with the Valley Link rail project.

The project is an excellent example of mega-regional cooperation to facilitate the construction of key infrastructure improvements and leveraging different funding resources to enable more frequent passenger rail serve between the Central Valley, the Tri-Valley, and the San Francisco Bay Area; provide connectivity to other transit providers, provide service between housing and job centers, and facilitate the movement of goods.

- The Stockton Diamond Grade Separation project facilitates the Phase 2 Valley Link connectivity to Stockton, will enable ACE to dispatch more passenger trains, and eliminates a choke point for fright movement on Union Pacific and BNSF rail lines.
- Valley Link will provide local service to several communities in the Tri-Valley and Central Valley while ACE provides express service to transit hubs in Alameda and Santa Clara counties.
- Union City looks forward to ACE providing service to Union City BART and our Station District.
- Greenhouse gas generation and Vehicle Miles Traveled will be reduced when automobile commuters are provided a rail alternative and additional rail capacity becomes available to automobile commuters.
- Transit Oriented Development (TOD) policies along the Valley Link Corridor will mirror MTC Resolution 3434 policies to exceed 2,200 housing units within ½ mile radius of stations.

I look forward to supporting projects that leverage funding sources to benefit multiple rail providers and provide seamless connectivity to transit hubs.

Sincerely,

Carol Dutra-Vernaci
Mayor City of Union City

office of the mayor
CITY OF UNION CITY
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HACIENDA

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June 9, 2020

The Honorable Pauline Cutter
Chair
Alameda County Transportation Commission
1111 Broadway
Suite 800
Oakland, California 94607

Re: Measure BB Amendment for Tri-Valley-San Joaquin Valley Regional Rail Authority

Dear Chair Cutter:

Hacienda is located near the geographic center of the San Francisco Bay Area and, at 875 acres, is the largest development of its kind in Northern California. Over 10 million square feet of existing, mixed-use space is occupied by some 700 companies that locally employ approximately 20,000 people. Key tenants include Kaiser Permanente, Oracle, Roche Molecular Systems and Gap who have all made substantive investments in their presence within Hacienda. In addition, Hacienda features homes to some 5,600 residents and is in the active planning and construction phase for as many more. Our facilities thrive because of the state-of-the-art working and living environments that have been developed which are in large part due to an ongoing commitment to providing comprehensive approaches to commute choices and community development.

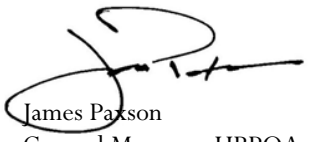
Hacienda is pleased to provide this letter to strongly support the approval sought by the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. With the decision made not to pursue traditional BART rail service beyond its current eastern Alameda County terminus at the East Dublin/Pleasanton station, Valley Link offers a critical opportunity to advance long-held objectives of creating a viable rail connection between Alameda and San Joaquin Counties.

As you are aware, the Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the Interstate 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars and confronting an average 78-minute commute each way. Critical employment centers, such as Hacienda, need to make sure that all corridors leading into the Tri-Valley provide easy and convenient access for businesses whose labor supply extends into outlying areas. Likewise, residents at Hacienda similarly need the ability to enjoy access to corridors connecting the Tri-Valley with the larger region.

An estimated 28,000 are projected to ride the Valley Link system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Transit Oriented Development Policy adopted by the Authority's Board, Valley Link will support the advancement of transit-oriented projects, such as Hacienda, adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. Hacienda's existing and proposed development along with the proposed Isabel Neighborhood Plan are examples of how this can happen throughout the system.

The Valley Link project is critical for the equitable and sustainable future of the Tri-Valley and Bay Area. We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment in support of moving this vital project forward and making a significant improvement to the quality of life and commutes in Hacienda, the Tri-Valley and the region.

Sincerely,



James Paxson
General Manager, HBPOA

cc: ACTC Commissioners
ACTC Executive Director, Tess Lengyel

fc: Letter_Measure BB Plan Amendment_060920.let
dc: BUS/TRI

From:	Vanessa Lee
To:	Angie Ayers
Subject:	FW: Public Comment for item 5.1 at ACTC"s PPLC meeting on Monday 5/11
Date:	Monday, May 11, 2020 11:26:37 AM
Attachments:	hyperlinked_PPLC_Agenda_20200511.pdf

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, May 7, 2020 1:42 PM
To: Vanessa Lee <VLee@alamedactc.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>
Subject: Public Comment for item 5.1 at ACTC's PPLC meeting on Monday 5/11

Hi Vanessa-

I hope you are staying healthy and safe. Considering that I cannot attend next Monday's PPLC meeting in person due to the SIP, please make sure my comments are read into the record for Public Comment as part of agenda item 5.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti
(925) 858-5303

Dear Chair Ortiz and Honorable Commissioners:

On behalf of the Innovation Tri-Valley Leadership Group, I respectfully request for the PPLC to support the Staff recommendation to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. Our Committee worked to ensure that the Expenditure Plan included the fulfillment of plans dating back to the 1960's which envisioned a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. This vision was part of the plan approved by the voters of Alameda County. Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it.

Four years later in May of 2018, the BART Board certified the BART to Livermore EIR but transferred the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley to the Tri-Valley - San Joaquin Valley Rail Authority. The Authority has since completed a Feasibility Report for Valley Link, a project proven to be cost effective and efficient, estimated to carry between 26,000 and 28,000 riders a day in the highly congested I-580 corridor.

With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority that will benefit the environment, the economy and the quality of life of residents and

Bay Area workers. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete the project. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision of Measure BB for rail connectivity in the Tri-Valley, and I urge the Committee to approve the item.

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group
925.858.5303
tsbranti@innovationtrivalley.orgwww.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

From:	Tim Sbranti
To:	Vanessa Lee
Subject:	Public Comment for Item 8.1 at ACTC meeting on Thursday 5/28
Date:	Tuesday, May 26, 2020 11:26:55 PM

Hi Vanessa-

I hope you are doing well. Please make sure my comments are read into the record for Public Comment as part of agenda item 8.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti

Dear Chair Russo Cutter and Honorable Commissioners:

On behalf of the business and civic leaders who comprise the Innovation Tri-Valley Leadership Group, please support the Staff recommendation and the unanimous decision from PPLC to amend the Measure BB Transportation Expenditure Plan and replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. As Commissioner Haggerty pointed out at the PPLC meeting, a deliberate decision was made to ensure that priorities of leaders in each of ACTC's 4 planning areas were included in the measure. The priority in 2014 remains the same as it was 50 years as it is today.....establishing a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision approved by the voters of Alameda County for rail connectivity in the Tri-Valley.

Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it. Considering that the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley was transferred in 2018 from BART to the Tri-Valley - San Joaquin Valley Rail Authority, now is the time to transfer the funds as well for rail in the Tri-Valley. In recent months, the Authority has completed a Feasibility Report for Valley Link, a project proven to be cost-effective and efficient, estimated to carry between 26,000 and 28,000 riders a day to relieve gridlock in the highly congested I-580 corridor. With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority and the time to act is now.

Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with state, federal and private funding to complete the much-needed project, and we hope that you will

fulfill the original vision and meet present and future needs of the County by approving the item.

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Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group

www.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

Jon M Spangler
2060 Encinal Avenue, Apt B
Alameda, CA 94501
M: 510-846-5356
E: goldcoastjon@gmail.com

July 15, 2020

Hon. Pauline Russo Cutter, Chair, Commission Members, and Staff
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

RE: Oppose Reallocating $400 Million of Measure BB Funds to Valley Link Rail Project (TVSJVRRA)

The “Valley Link” rail connector project is an intriguing effort to connect the far-flung San Joaquin Valley and Tri-Valley areas with the San Francisco Bay Region’s urban core. Any project that gets more commuters out of automobiles is usually worthy of the Alameda County Transportation Commission’s (ACTC’s) consideration — butnot this one. Not now.

I am a Bay Area native. I grew up in Redwood City with steam-powered Southern Pacific commute trains. I have served on the BART Bicycle Advisory Task Force (BBATF) since 2011 and now serve as its Vice chair — although these comments are mine alone and are not made on behalf of the BBATF. I have been active in City of Alameda transportation and planning issues for 22 years and worked on regional transportation solutions.

INADEQUATE PUBLIC NOTICING FOR THIS COMMENT PERIOD

First, proponents of the relatively new Valley Link rail connector project are asking ACTC to reallocate $400 million for a project that was never even on the 2014 Measure BB project list — or on any transit funding ballot measure. This alone is troubling to someone like me who worked hard to pass Measure BB.

Secondly, this request is coming before you with very limited public notice or input and almost no publicity — a glaring omission. Had I not stumbled on discussions of this ACTC reallocation and the Valley Rail project — on Twitter — within the past week I would not have known that $400 million in Measure BB funds were about to be reallocated for a project I had never heard of before. Where did this come from? Frankly, it reminds me of the mid-19th-century promoters who built rail lines across the United States (and across the island of Alameda) in pursuit of real estate profits.

Thirdly, I was unable to find a way to submit public comment on the ACTC website. For that, I had to ask others who knew about the project and the looming close of public comment that opened May 28 — in the midst of the pandemic's shutdown. What happened to the ACTC's once-effective and hard-to-miss public noticing process? And where is the careful consideration of the Valley Link project's potentially massive negative impacts on the region, including sprawl, energy use, and global climate change that should precede major funding?

NO ENVIRONMENTAL IMPACT REPORT, TOO MANY SPRAWL-RELATED RISKS

Valley Link has not undergone a full environmental analysis: there is no Environmental Impact Report (EIR) on the rail project's effects on exurban sprawl, climate change, or its potential harm to open space and agricultural land by stimulating the building of more McMansions on the San Joaquin Valley farmlands. Nor is there any detailed evaluation of other land use, transportation, and economic alternatives, such as extending some form of BART service to Livermore — much less re-focusing on building affordable, high-density housing in the urban core areas where the jobs exist.

Does the Alameda County Transportation Commission (ACTC) want to accelerate exurban sprawl? This project appears to guarantee that much more housing will be built on what is now open space and agricultural land, further diminishing those resources. To significantly improve sustainability and create a greener California while reducing energy use, global warming, and sprawl, we would halt home construction so far from our workplaces and re-establish traditional patterns of living close to work and stop enabling more super-commuting road warriors — or even rail warriors.

Before the Valley Rail project received any public funding, policies must be established to ensure that only higher-density, compact growth will be allowed in these outlying areas: it is fruitless to build a transit system to serve sprawling tracts of McMansions whose low densities do not support transit.

The additional demand on BART and the mechanism for funding BART's added costs should also be detailed ahead of making large expenditures like this.

These broad policy and priority discussions need to take place before public funds are committed to any transit project that promises to blow up what remains of "compact growth" initiatives throughout the Bay Area and the mega-region. The Valley Rail project's overall impacts on growth and additional sprawl in the exurbs and suburbs must be very carefully calculated <u>before</u>, not after, such a project is funded.

A QUESTIONABLE FUNDING STREAM: SALES TAX REVENUE IN THE PANDEMIC AND ONLINE SHOPPING ERA

We are in the middle of a viral pandemic with no end in sight — partly because of federal failures in leadership.This new Valley Link project is asking for $400 million in sales tax revenue that may never exist because of the pandemic-caused economic crisis on top of a long-term drop in “brick and mortar” retail sales.

With future sales tax revenues in doubt and our existing metropolitan transit systems already in crisis, the $400 million should remain unspent, be reallocated to support other voter-approved Measure BB projects, or be used to support existing transit agencies and service. For decades, BART pursued an ”expansionist” policy to the detriment of maintaining and improving its core system and original infrastructure: ACTC and other transportation stakeholders should learn from BART’s strategic mistake. In conclusion, there are too many questions about the overall costs and environmental effects of the Valley Rail (TVSJVRRA) proposal, especially the great likelihood of sharply increasing exurban sprawl far beyond the nine-county Bay Region. Many more large-scale policy and planning decisions need to be made before we further expand the costly and unsustainable mega-commute. And without a stable local retail economy or stable existing transit agencies, ACTC should not engage in expansionist, sprawl-inducing projects.

Please do not reallocate Measure BB funds to Valley Link/TVSJVRRA at this time.

Respectfully submitted,

Jon M. Spangler

From:	Rafael Gonzalez
To:	Vanessa Lee
Subject:	Valley Link
Date:	Tuesday, May 26, 2020 10:10:41 AM

Good morning. I am writing to you in support of the Valley Link project and the proposed funding of that project. As a representative of thousands of workers who commute from the Central Valley into the Bay Area, and as someone who does that same commute, I can attest to the importance of the Valley Link Rail System. I moved to Tracy, about 20 years ago and I have seen firsthand the increase in commuter traffic. All the experts agree that this will only continue to increase as time goes on. This will result in more time on the road, which increases the carbon footprint of each individual commuter. Valley Link provides a safe alternative from the Central Valley to the Bay Area, reducing the amount of vehicles on the road, which in turn results in lower commute times, carbon emissions, and stress levels!

Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.

The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.

For these reasons and other, I humbly ask that you consider having the Tri-Valley – San Joaquin Valley Regional Rail Authority recognized as an agency eligible for Measure BB funds (agency hadn't been created when Measure BB was approved). We are also seeking to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project. This will put $400 million in Measure BB funds into the control of the Valley Link Board.

I thank you for your consideration.

Rafael Gonzalez
President/ Field Representative
Laborers' Local 304
(510)581-9600 (office)
(510)432-2827 (mobile)

Livermore Amador Valley
TRANSIT AUTHORITY

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

David G. Hudson

Cc: Alameda County Transportation Commission members
Tess Lengye!, ACTC Executive Director

1362 Rutan Ct., Ste. 100 | Livermore, CA 94551
O. (925) 455-7555 | F. (925) 443-1375
wheelsbus.com

LAW OFFICES OF JASON A. BEZIS
3661-B Mosswood Drive
Lafayette, CA 94549-3509

May 28, 2020

Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607
VIA E-MAIL TO contact@alamedactc.org; vlee@alamedactc.org

Re: May 28, 2020 Meeting: Agenda Item 8.1: Opposition to Measure BB TEP Amendent

To Chair Cutter and Commissioners:

This office represents Alameda County citizens opposed to a request by the Tri-Valley-San Joaquin Valley Regional Rail Authority for a 2014 Measure BB Transportation Expenditure Plan Amendment.

This $400 million revision of the Measure BB TEP would completely change the largest capital expenditure in Measure BB. It is an epic "bait-and-switch" against Alameda County voters while they are distracted by a global state of emergency.

A major amendment of a voter-passed ballot measure is a major decision that should not be made during the COVID-19 emergency. Commissioners should carefully consider the Statement on Government Coronavirus Emergency Transparency by 140-plus organizations:

> Government bodies should not opportunistically take advantage of the public's inability to attend large gatherings to make critical decisions affecting the public's interest if those decisions can reasonably be postponed. Just as citizens are being asked to defer nonessential travel and errands, so should government agencies defer noncritical policy-making decisions until full and meaningful public involvement can be guaranteed.

The voter-approved text of Measure BB Transportation Expenditure Plan (TEP) states, "BART to Livermore ($400 M) This project funds the first phase of a BART Extension within the I -580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology."

This proposed amendment would substantially revise the TEP to state, "Valley Link Rail in Alameda County ($400 M) This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology."

"Valley Link Rail" to Altamont Pass is a drastically different project than BART within I-580 to western Livermore. Your Commission is constrained by this implementing guideline: "Under no

circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County." Alameda County receives little or no benefit by paying for a very costly rail line through Altamont Pass. Very few people live in Altamont Pass. There will be no station in Altamont Pass. A rail line funded by Alameda County taxpayers through Altamont Pass effectively is a gift of Alameda County funds to San Joaquin Valley real estate development interests. This is not what Alameda County voters contemplated in the 2014 election. Valley Link is a much different project than was sold to voters in 2014 – a BART line that ends in western Livermore. As such, it is akin to a "revision" of Measure BB, not a mere "amendment."

Moreover, this proposed $400 million amendment upsets the "overall geographic equity" consensus that underpins the Measure BB TEP. Measure BB spending on Valley Link in Altamont Pass does not "benefit" the Tri-Valley to the same extent that BART to Isabel Avenue would. Measure BB claims to distribute local street and road funding based on population and road miles, but ACTC manipulates the formula to reward certain cities and punish others based on other parts of the TEP. This $400 million amendment affects other funding formulas in the TEP and effectively revises them. The "geographic equity" is thrown off. To ensure "overall geographic equity," local street and road funding and other formulas need to be re-visited as part of this amendment process, pursuant to Implementing Guideline Nos. 12 and 13 and other authorities.

Your Commission would acting prematurely if it were to undertake this drastic revision of the Measure BB TEP today. "Valley Link" is an unproven and unknown project in many respects. Too little is known about it. A much-anticipated environmental impact report is not yet released. A 2003 Caltrans I-580 widening analysis stated that there is insufficient existing right-of-way to accommodate both a rail line and HOV lanes. Even if more freeway right-of-way were obtained, the new HOT lanes would need to be destroyed. The financing of Valley Link is questionable, which likely is why Valley Link wants to use this $400 million for construction in the Altamont Pass, which would not benefit Alameda County.

Before approving the TEP amendment, careful consideration also must be made about the impacts on BART. Before the COVID-19 emergency, the Dublin/Pleasanton BART line trains had been packed during commute hours. During the morning commute, many passengers board at West Dublin/Pleasanton, ride backwards to (East) Dublin/Pleasanton, and then jockey for space in the crowded trains.

Your Commission first should consider alternatives to Valley Link. The 2003 Caltrans I-580 widening study included an express bus alternative that deserves careful consideration. That 2003 analysis considered an express bus connection directly from I-580's HOV lanes to and from (East) Dublin/Pleasanton BART station. That likely would be the most cost-effective solution and could be implemented many years before an I-580 rail concept.

Your Commission also should re-consider the "t-BART" proposals that were much discussed in the early 2000s (sister project to "e-BART" in eastern Contra Costa County). There was a "t-BART" proposal that utilized the existing rail corridor in the Tri-Valley with a link to (East) Dublin/Pleasanton BART via Hacienda Business Park and the former Southern Pacific (Iron

Horse Trail) corridor, with a possible extension to Bishop Ranch in San Ramon. The "t-BART" proposals could be less costly and more effective to solving Tri-Valley transportation challenges than Valley Link. Your Commission should not rush into giving $400 million to Valley Link.

Voters in the Tri-Valley communities of Livermore, Pleasanton and Dublin did not support the Measure BB sales tax increase in the November 2014. Attached please find a map generated by the County Registrar of Voters that illustrates the depth of disapproval of Measure BB in eastern and southern Alameda County. The Tri-Valley is a sea of red. Measure BB won in just one precinct in Livermore, one precinct in Pleasanton, and maybe one or two precincts in Dublin. Measure BB won just 49 percent of the vote in Livermore. One solution could be for voters in the Tri-Valley to vote on whether or not the $400 million should be reallocated.

This major $400 million revision should not be decided by "lame duck" ACTC commissioners. A new county supervisor will be elected in November in eastern Alameda County. All three Tri-Valley cities could have new mayors after November. Let this controversial issue be publicly debated during these campaigns.

Livermore voters should feel especially betrayed. They have paid BART property taxes since circa 1962. They have paid the BART sales tax since circa 1970. They have paid a special Alameda County transportation sales tax since 1987. In 2014, after all those years of paying for BART service everywhere else, they were promised $400 million for BART to Livermore through Measure BB. Livermore got stuck with yet another ½ percent sales tax increase through Measure BB. Then ACTC manipulated the Measure BB local street and road funding formula to give Livermore much less than its "fair share" of funds based on population and road miles. Now Livermore would be stuck with higher taxes, no BART, diminished local street and road funding, and a forced subsidy of a costly and ineffective railroad through Altamont Pass.

Alameda County Transportation Commission and Measure BB beneficiaries jointly engaged in one of the most sordid political campaigns in county history to persuade voters – especially Tri-Valley voters – to support the Measure BB in 2014:

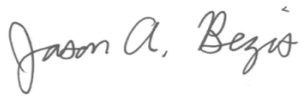
- The "Yes on BB" campaign literally was headquartered out of your general counsel's law office. ACTC more than doubled the size of your general counsel's contract after the "BB" passed.
- Another ACTC attorney was married to the Yes on BB campaign manager, who had earlier received a special ACTC consulting contract to develop Measure BB.
- Tess Lengyel, ACTC's current executive director, managed ACTC's supposedly neutral "public information" efforts concerning Measure BB. Ms. Lengyel was unavailable during the final weeks of the Measure BB campaign to fulfill her official duties. She failed to answer Public Records Act and other inquiries about Measure BB before the election. It was later revealed that Ms. Lengyel had been preoccupied with engaging in partisan, pro-BB propaganda. Video of a "Yes on BB" campaign fundraiser shows Ms. Lengyel openly participating in pro-BB election activities. The video shows Ms. Lengyel leading "Yes on BB" campaign donors in a pro-BB cheer. See: https://www.youtube.com/watch?v=GdjuU6DrURs

- With ACTC's legal advisors and ACTC's "Public Information" officer (Ms. Lengyel) working for the "Yes on BB" campaign, ACTC effectively (and illegally) became an arm of the "Yes on BB" campaign.
- ACTC used public funds to hire the Bay Area Council Economic Institute to conduct a supposedly "independent" economic analysis of Measure BB benefits. The Bay Area Council endorsed Measure BB.
- In August 2014, an official dedication ceremony for the ACTC Iron Horse Trail project in Pleasanton was inappropriately transformed into a "Yes on BB" campaign rally. Speeches expressly advocated for passage of Measure BB. A "Yes on BB" campaign sign was hung prominently behind the dais and at the ribbon cutting location.
- In October 2014, just a few days before the Measure BB election, ACTC's official dedication ceremony for the State Route 84 widening project in Livermore was inappropriately transformed into a "Yes on BB" campaign rally. As the ribbon was cut, the backdrop was a crowd of Building and Construction Trades union members waving "Yes on BB" campaign signs.
- Any semblance of a "firewall" between ACTC and the "Yes on BB" campaign was demolished. Just before election day, "Yes on BB" transferred thousands of dollars to arms of the Democratic Party to aid distribution of "slate cards" that not only boosted Measure BB, but also "picked winners" in mayoral and city council races around the county. This raises the concern the ACTC staff and contractors engaged in partisan political activities that altered the composition of ACTC itself.

Many of these same parties, including the Bay Area Council and Building and Construction Trades unions, are today advocating for amendment of Measure BB.

For these reasons, your Commission should not take this major action today to reallocate $400 million to a controversial, unproven project that voters have not approved.

Sincerely,



JASON A. BEZIS

11/4/2014 – General Election
Measure BB – Alameda County
Measure BB - Alameda County
Yes
No
Not in this Race
Not Reported
Vote by Mail Precinct
Tie Vote
Race Totals
66.67% required for passage
Candidate/Race
Votes
%
Yes
240557
70.76%
No
99417
29.24%
Map Legend
Map Legend
Highway
City Limits
Water
Major Road
Alameda County
Board Of Supervisors
Contest Road
Precincts
Precinct Numbers
Alameda County
Livermore
Pleasanton
Dublin
Oakland
Alameda
Berkeley
Albany
Piedmont
San Leandro
Hayward
Union City
Fremont
Newark

May 8, 2020

Elsa Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: PPLC Agenda Item 5.1 – Tri-Valley-San Joaquin Valley Regional Rail Authority Request for 2014 Measure BB Transportation Expenditure Plan Amendment – **SUPPORT**

Dear Chair Ortiz:

I am writing on behalf of the Livermore Valley Chamber of Commerce (LVCC), a business membership organization with nearly 500 members from a cross-section of private/public and non-profit industry sectors that employ nearly 20,000 workers. Ensuring that public dollars are wisely spent and that taxpayers receive a good return on their investment, while responsibly planning, funding, and maintaining and operating our transportation system is a key policy priority for LVCC.

LVCC supports the above referenced item, advancing the efforts to close the gap in the I-580 corridor for an urgently needed and long-awaited, effective rail connection between Livermore and the Dublin/Pleasanton East BART station. I reiterate the support formerly expressed by LVCC over many years for planning and funding support for such a project. LVCC appreciates the wisdom of the leaders of the Alameda County Transportation Commission in designating significant funding in Measure BB (which was supported by LVCC) to provide for a future rail connection in this corridor. In light of events that have transpired since the approval of BB, your prudent actions necessary to amend the expenditure plan to accommodate the request by the Tri-Valley-San Joaquin Valley Regional Rail Authority is welcomed and appreciated. LVCC recognizes and strongly supports the efforts of the TVSJRRA to effectively deliver a rail connection project in this corridor within the next few years.

We look forward to moving forward with this initiative and this project, and stand ready to support you in this action.

Respectfully,
Dawn P. Argula
Dawn P. Argula
CEO/President

C: Scott Haggerty, First District Supervisor, Alameda County BOS
Tess Lengyel, Executive Director, Alameda County Transportation Commission
Michael Tree, Executive Director, Valley Link
John Marchand, Mayor, City of Livermore

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PLEASANTON CHAMBER of COMMERCE

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I am writing to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to eventually advance rail connectivity to the San Joaquin Valley. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are finally met.

Sincerely,



Steve Van Dorn
President & CEO

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

SIERRA CLUB
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Serving Alameda, Contra Costa, Marin and San Francisco counties

May 11, 2020

Via email to: vlee@alamedactc.org

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation (PP&L) Committee
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: PP&L Agenda item #5.1 – Approve Tri-Valley- San Joaquin Valley Regional Rail Authority (TVSJVRRA, aka Valley Link) Request for a 2014 Measure BB Transportation Plan Expenditure (TEP) Amendment

Dear Chair Ortiz and Members of the PP&L Committee:

On behalf of our more than 13,500 members in Alameda County, the Sierra Club writes to respectfully express great concern about Item #5.1 on your Agenda for Monday May 11, 2020. We believe that there are far too many issues and questions that should be addressed before the recommended actions move forward.

We recognize that the proposed actions before your Committee are just the beginning of a process to reprogram the sales tax funds that were approved by voters for "BART to Livermore." But as set forth in the staff memo, the proposed actions, and their timing, would establish dangerous precedents for lack of planning and financial responsibility. There is simply no need to rush into the proposed actions, particularly in the context of the current health and financial crises being faced by the State and local communities. Why not first take time for responsible analysis and an opportunity to see if-how-and-when recovery is able to occur, before committing funds that may not materialize for years to come?

Every responsible forecast is anticipating that "the future of work" will be different, post-pandemic, than we have ever been experiencing previously. Why base such a massive investment of public funds on what is already and at best "old data?"

The first Agenda request is that the TVSJVRRA be acknowledged as a new agency in Alameda County that can be an eligible recipient of Measure BB funds. While this

should be the least controversial element of the requests, nothing in the staff memo identifies the potential magnitude of impacts on other Measure BB transit recipients. There is no operating budget provided in the Committee materials. Can taxpayers and pre-pandemic passengers be assured that this new system will not become a drain on other, voter-approved transit agencies in the County?

The second and third requests would remove “BART to Livermore” from the TEP and substitute Valley Link with no consideration of possible alternatives – why? The project list for Measure BB was the result of years of input and deliberation by Community and Technical Working Groups. Why not have a full and fair competition for alternative uses of these funds, throughout the full list of “BART, Bus, Senior, and Youth Transit” options identified as the relevant “Type” on page 3 of the TEP (page 24 of the Committee packet), especially with the enormous uncertainties facing projections for both traffic and funding revenues?

Implementing Guideline 22 of the Measure BB TEP is surprisingly omitted from the staff memo, but supports this broadened approach, stating:

> **22. Fund Allocations**: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

Even the language from AB 758 (Eggman/Baker, PUC section 132658) that is quoted in the “superseded” request dated September 11, 2019, recognized that there was no entitlement to the “local funds controlled by the Alameda County Transportation Commission.”

It should also be noted that the proposed description and conditions regarding Valley Link delete and/or change significant descriptive and cautionary language (which was carefully negotiated and voter-approved) before funds may actually be “used.” The text below sets forth full “before and after” language in a single view for the information of Commissioners and the public:

> ~~BART to Livermore ($400 M)~~
> Valley Link rail in Alameda County ($400 M)
>
> This project funds the first phase of a ~~BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ Valley Link rail extension from the existing Dublin/ Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.

> Funds are for construction for any element of this first phase project and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an ~~detailed~~ alternative assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Why are voter and environmental protections proposed to be removed for this new project? Do Commissioners really think this is wise and appropriate? Why not, at a minimum, wait until the requisite Environmental Review is both released in draft form and then completed? – This critical document is already a year behind the previous schedule.

Where is the San Joaquin County commitment to support their own residents who are likely to be the primary beneficiaries of this project? The proposed resolution merely states that:

> SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from ***future*** measures and state funds. **(emphasis added)**

Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and operations for this multi-county project. “Leveraging” of other funds should, at a minimum, be based on full and fair participation from designated “partners.”

Several places in the proposed “amendments” describe Valley link as “Commuter Rail," despite the fact that it is proposed to operate throughout the day. Subsection 49 CFR 37.3 in relevant part defines “commuter rail” as

> *Commuter rail transportation* means short-haul rail passenger service operating in metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fare, multiple ride, and commutation tickets and by morning and evening peak period operations. This term does not include light or rapid rail transportation.

Is this an attempt to obviate or avoid an obligation for ADA complementary paratransit service for passengers, or attempted passengers, who may have difficulty using the train service?

We must also ask if ACTC or Valley Link have informed MTC and ABAG that the proposed project will facilitate inter-regional commuting, contrary to the intent of SB 375 and the Bay Area's Sustainable Communities Strategy.

This message sets forth only some of the most obvious concerns about the proposed Measure BB actions. There are certain to be more, but disclosure by ACTC and Valley Link should not be delayed until the end of the requisite "public comment" period. The Sierra Club respectfully requests, and urges at a minimum, that the questions and issues noted above be addressed before any Commission action to consider Valley Link's requests. To do any less would call into question Commissioners' significant public service obligations to Alameda County voters, taxpayers, and residents. We look forward to working with you and ACTC staff to consider a full range of responsible uses of Measure BB funds. If you have any questions, or desire further information, please do not hesitate to contact Matt Williams at mwillia@mac.com.

Sincerely,

ss/
Matt Williams
Chair, Chapter Transportation and Compact Growth Committee

ss/
Dick Schneider
Chair, Chapter Tri–Valley Group Executive Committee

ss/
Eric Parfrey
Volunteer Leader, Mother Lode Chapter

Cc: Sierra Club California Director Phillips
San Francisco Bay Chapter Executive Committee Chair Bolotina
San Francisco Bay Chapter Director Berbeco

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Serving Alameda, Contra Costa, Marin and San Francisco counties

July 13, 2020

6 pages via email to:
tepamendment@alamedactc.org
and vlee@alamedactc.org

Hon. Pauline Russo Cutter, Chair, and Members
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: Sierra Club Comments in Opposition to Proposed ACTC TEP Amendment and Actions regarding "Valley Link" Rail

Dear Chair Cutter and Commissioners:

Based on the reasons outlined in this letter and in our previous correspondence and public comments, the Sierra Club opposes the actions proposed by the Alameda County Transportation Commission (hereinafter ACTC or Commission) at your meeting of May 28, 2020, regarding the "Valley Link" rail project. We further recommend that no action be taken on these matters for the foreseeable future, at least until after completion of a full Environmental Impact Report (EIR) process and other related documentation, and until there is a return to financial stability for Measure BB sales tax funds.

Given the dearth of substantive information on the proposed project itself, and the uncertainty regarding local, regional, and state financial revenues, the Sierra Club does not currently express a position regarding the actual project, since that would be objectively premature pending much more documentation and analysis for both decisionmakers and the public. We urge the Commission to follow this example. In the meantime, on behalf of our more than 13,500 members in Alameda County, we offer the questions and concerns below.

How can there be a "comment period" without published public notice, especially given the critical information that ACTC has omitted from sharing with its Commissioners?

Implementing Guideline #4 of the 2014 Transportation Expenditure Plan (TEP) for Measure BB states in part "All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment." We understand that

information regarding the proposed amendments and process was sent to Alameda County jurisdictions, but we have been unable to find any notice, anywhere on the ACTC website, notifying the public of this voter-approved opportunity, or of its parameters. How are members of the public supposed to know how to communicate with their elected representatives so that timely and informed comments by the jurisdictions can be submitted?"

This appears to be a serious breach of the intent of proper government procedure, even during the current pandemic circumstances. Such an apparent opposition to public transparency is not likely to engender taxpayer support for any future requests by ACTC to voters. We have tried in this letter to identify several key issues that are not addressed adequately, if at all, in the ACTC correspondence, so that Commissioners can have a more informed basis for their consideration when they are requested to act.

Further, we request that all comments by jurisdictions be posted on the ACTC website by the end of July 2020, so that the public can communicate on this matter with their elected officials.

What is the potential/expected impact on other transit recipients in Alameda County if Valley Link is approved as a new agency that is eligible for Measure BB funds, including for operations?

We have previously asked this question, but received no response. It must be answered with regard to the "Direct Local Distribution" (DLD) formula, as well as for the capital request. Director Joel Young of the AC Transit Board asked a similar question during an ACTC presentation to their agency, but unfortunately, a direct response was not provided then either. Does the selective omission of Valley Link in the "redlined" Appendix C of the May 28 materials mean that Valley Link will <u>not</u> be an eligible recipient under the Category of "Transit: Operations, Maintenance, and Safety Program"? Please respond directly to this question.

The entire package of proposed actions is premature before completion of a full Environmental Review process, which is necessary to determine the viability, appropriateness, and environmental impact of the proposed project.

This essential analysis is already a year delayed in its schedule, so neither the public nor regulatory agencies can identify the potential impacts of the proposed project, any mitigations needed, or any potential benefits or harms.

The 2019 "Feasibility Report" required by AB 758 (Eggman/Baker) was little more than a compilation of previous presentations to the Valley Link Board, with no independent analysis, and seriously lacking in objectivity. <u>The "Feasibility Report" is not a "Viability Report</u>." We note that current financial reports and projections for two of the most recent new rail systems in the country (SMART and Sound Transit), which were implemented with assistance of Valley Link's consultants, have identified significant shortfalls into the foreseeable future. What reason is there to believe that Valley Link will fare any differently?

There is no valid reason for ACTC Commissioners to rush into the proposed actions until the project is better understood and documented for the County's voters, and for ACTC itself.

Current financial projections and analyses identify significant shortfalls in sales tax revenues at all levels for the foreseeable future – How can ACTC responsibly commit $400 million under these circumstances?

ACTC's Finance and Administration Committee most recently met on May 11th, with sales tax revenue data as of March and thereby not reflecting coronavirus and related "shutdown" conditions and impacts. Presentation materials from that meeting project only modest reductions in sales tax revenues, and clearly need updating.

Please identify your responses below both with, and without, the impact of ACTC approval of the proposed Valley Link actions:

- What are the current estimates and projections for Measures B and BB revenues (for at least the next 5 years), and as compared to previous actuals?
- How will these changes in revenues affect DLD formulas, as well as other anticipated payments to jurisdictions and/or projects or programs?

Recently "60 Minutes" reported that the non-partisan Congressional Budget Office is predicting that it will take up to 9 years for a full recovery from the financial effects of the Coronavirus pandemic. MTC staff reports are a bit more optimistic, but still do not predict financial recovery until approximately 2024 or 2025. Any current revenue predictions are speculative at best. If ACTC finds itself short of funds, how will decisions be made, and what will be cut? Please identify how impacts on social equity will be addressed.

What is the rush to commit $400 million in hypothetical revenues from the public trust? This is more than a rhetorical question – Why now, given the magnitude of current revenue uncertainties?

There is no "entitlement" for Measure BB funds from the cancelled "BART to Livermore" project for either the Tri-Valley planning area or even for a rail project, and the voters who actually approved Measure BB, with the "BART to Livermore" project, were, in large part, not primarily from the Tri-Valley. There should be an open, full and fair competitive assessment to determine any re-programming of that project's successor.

Documentation from ACTC has notably failed to mention even the existence of Implementing Guideline #22 from the TEP:

> **22. Fund Allocations**: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets,

> Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

This policy clearly identifies that there is no entitlement or guarantee, for either a rail project or for the Tri-Valley area, of the money that is no longer needed for BART-to-Livermore. Rather the money can – when it is actually available – be used for any transit project anywhere throughout the County. Why not act as responsible stewards of the public trust, and study what might be the highest and best use of the funds? Examples might include funding BART faregates and the enclosing of cross-paid-area elevators throughout Alameda County stations, and/or providing a strong down-payment for vehicles and infrastructure for a large portion of the CARB-required Zero Emission Bus fleets for all of the public transit bus systems in the County. Another option would be to help backfill the loss of fare revenues for all transit agencies. How might BART "development" projects on their property help to achieve other ACTC and Sierra Club goals, such as enhancing success of Priority Development Areas (PDAs) for Plan Bay Area?

Valley Link violates the "inter-regional commuting" policy of SB 375 and Plan Bay Area.

According to MTC's *Frequently Asked Questions* | *Plan Bay Area:*

> "Regions also must demonstrate that their plans accommodate all future projected households <u>without further growth in in-commuting</u>, or the amount of people traveling from neighboring areas to the region (i.e. from outside of the Bay Area to the Bay Area)." *(emphasis added)4*

Not only does Valley Link violate the premise of discouraging inter-regional commutes – and reliance on a "Mega-Region" is not relevant or applicable under current law -- but the public descriptions indicate that Valley Link would disadvantage Alameda County residents, taxpayers, and transit riders to the benefit of inter-regional travelers from San Joaquin County. In a return to pre-pandemic BART service and ridership, trains arriving at Bayfair station on the Blue Line are often full already – will local passengers have any chance of a seat after Valley Link passengers get first choice? ACTC officials should not approve such a disservice to your constituents without much more explanation.

ACTC should not act until there is at least a matching financial commitment from San Joaquin County.

The proposed resolution provided by Valley Link does not present adequate commitment from San Joaquin County as a funding partner for this potentially massive proposal to benefit their commuters. It merely states that

> "SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from ***future*** measures

and state funds." ***(emphasis added)***

Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and continuing operations for this multi-county project. A one-sided "leveraging" of funds is not prudent public policy.

The "technical amendment" to the Valley Link project description is disingenuous if not misleading, and changes the conditions approved by voters.

The ACTC meeting materials from May 28th show the proposed project description only as it would be amended, without including the carefully negotiated original terms – approved by the voters – that are proposed for omission or change now. The excerpt below tries to more transparently and concurrently portray the full language under consideration (with additions underlined and deletions ~~crossed out~~). Commissioners are urged to please seriously consider what is intended by the changes, and what might be unintended consequences.

"~~BART to Livermore ($400 M)~~
Valley Link rail in Alameda County ($400 M)

This project funds the first phase of a ~~BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ Valley Link rail extension from the existing Dublin/ Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.

Funds are for construction for any element of this first phase project and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an ~~detailed~~ alternative assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process."

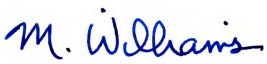
Among other questions, what difference does the "initial operating segment" make to the proposal's potential draw on Alameda County funds? What criteria will be used to assess whether the initial operating segment "most effectively meets" the adopted project goals, and which agency will make that determination? When will "full funding commitments" be identified and approved for the full project? Please also explain why the references to "detailed" analysis and "all" alternatives are being deleted.

In conclusion --

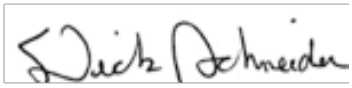
For these reasons, the Sierra Club strongly opposes all of the proposed actions laid out in your Commission materials of May 28, 2020. We further urge no further consideration on these matters until our concerns have been resolved.

If you have any questions regarding these comments, or wish further information, please do not hesitate to contact Matt Williams at mwillia@mac.com .

Sincerely,



Matt Williams
Chair, Chapter Transportation and Compact Growth Committee



Dick Schneider
Chair, Chapter Tri–Valley Group Executive Committee



Volunteer Leader, Mother Lode Chapter

cc: San Francisco Bay Chapter Executive Committee Chair Bolotina
San Francisco Bay Chapter Director Berbeco
Sierra Club California
Mother Lode Chapter
Metropolitan Transportation Commission (MTC)
California Air Resources Board (CARB)

SAN JOAQUIN REGIONAL RAIL COMMISSION

Chair, **Christina Fugazi**, City of Stockton
Vice Chair, **Leo Zuber**, City of Ripon
Commissioner, **Doug Kuehne**, City of Lodi
Commissioner, **Debby Moorhead**, City of Manteca
Commissioner, **Bob Elliott**, San Joaquin County
Commissioner, **Scott Haggerty**, Alameda County
Commissioner, **John Marchand**, City of Livermore
Commissioner, **Nancy Young**, City of Tracy

Executive Director, **Stacey Mortensen**

July 2, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Support for ACTC Action to allocate $400 million in Measure BB funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority for the Valley Link Project

San Joaquin Regional Rail Commission (SJRRC) is a project partner and member of the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority). The Authority is requesting that the Alameda County Transportation Commission (ACTC) take action to allocate $400 million Measure BB funding to the Valley Link Project that is currently identified for the BART to Livermore Project. This action is consistent with Assembly Bill 758 (AB 758), the Authority's enabling legislation. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore. It will also support an intermodal connection between ACE and the BART system and the advancement of the Altamont Corridor Vision.

The Authority was created in 2017 by AB 758 for the purpose of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the ACE commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. An estimated 28,000 are projected to ride the Valley Link system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year.

SJRRC urges approval of the ACTC Action to allocate $400 million in Measure BB funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority for the Valley Link Project. This action will ensure that the Valley Link project moves forward and it supports the Altamont Corridor Vision that SJRRC and the Authority are diligently working jointly to advance.

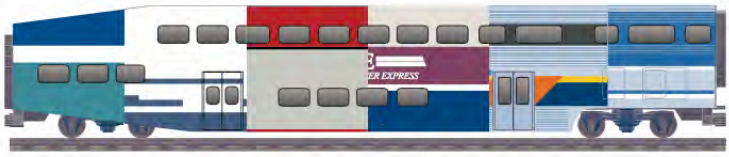
Sincerely,



Christina Fugazi, Chair
San Joaquin Regional Rail Commission

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Stacey Mortensen, SJRRC Executive Director
Michael Tree, Authority Executive Director

TRAC
Train Riders Association of California



1025 Ninth Street Suite 223
Sacramento CA 95814-3516

(916) 557-1667
www.calrailnews.org
president@calrailnews.org

Officers

David Schonbrunn
President
Marin County

Greg Thompson
Secretary
Sacramento County

Gordon Osmundson
Treasurer
Alameda County

Susan MacAdams
Washington, D.C. Rep.

Board Members

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Madera County

Art Brown
Orange County

Derek Casady
San Diego County

John Deeter
Sacramento County

Fred Glienna
Los Angeles County

William F. McGeehan III
Contra Contra County

May 26, 2020
Submitted to:
contact@
alamedactc.org

Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Agenda Item # 8.1, May 28 Meeting
Measure BB Exp. Plan Amendment

Dear Chair Cutter:

The Train Riders Association of California ("TRAC") is a statewide rail advocacy organization that has worked since 1984 to improve passenger rail service in California. TRAC has been involved in passenger rail planning for the Altamont Corridor for at least two decades. We have made presentations to the Valley Link Board and participated in their public meetings.

We write today to urge your Board to defer action on amending the Expenditure Plan for Measure BB until you receive an environmental impact report for Valley Link, which is nearing completion. The Administrative Draft was under review last October, and the Draft EIR is now scheduled for public review in September 2020. TRAC suggests the following reasons for deferral of this agenda item:

1. Without a certified EIR, there is no evidence to support the claim that the proposed Valley Link project will provide meaningful benefits to Alameda County taxpayers. The Commission has a special duty to taxpayers to make an affirmative finding of benefit, under Section 14 of the Expenditure Plan Guidelines:

> **No Expenditures Outside of Alameda County**: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. (emphasis added.)

2. From its inception, this project raised serious questions as to whether BART would be able to handle the additional passengers that Valley Link would transport from the Central Valley. The EIR

should resolve that question. If Valley Link were projected to make overcrowding on BART even worse, that would have serious implications as to whether the project could reasonably be judged as benefitting Alameda County residents.

3. An EIR would determine whether Valley Link would result in the construction of any infrastructure or station that would be inconsistent with the land use-constraining provisions of Alameda County year 2000 Measure D. On a related topic, an EIR will provide information on the Valley Link project's compliance with the County's Gateway Policy.

4. As the largest single capital project in Measure BB, BART to Livermore was the marquee project. Because of that special status, it demands special treatment above and beyond the 2/3 majority required for an amendment. This is not some minor project. Amending the Plan to include this project changes the entire profile of the measure, because the voters never gave their support to the Valley Link project. There is no evidence that the voters of the Tri-Valley, which did not support Measure BB, would support Valley Link.

5. Because Measure BB resulted in financial trade-offs between the Tri-Valley and the North County cities through a reweighting of the basic allocation formula for local streets and roads, the entire Expenditure Plan would need to be reopened to assure fairness for all jurisdictions.

6. Other alternative projects, including several that TRAC has advocated for, would potentially be far more cost-effective in providing the service that Valley Link seeks to offer. In particular, the $1+ billion dollar cost of the I-580 relocation is merely a utility relocation, offering no transportation benefit to taxpayers.

Thank you for considering these comments.

Sincerely yours,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President, TRAC

ALAMEDA County Transportation Commission

Valley Link
Connecting People, Housing, and Jobs

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Valley Link: TEP Amendment





A presentation to the Planning, Policy and Legislation Committee

September 14, 2020

Overview

- Project Background
  - BART to Livermore
  - Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA)
- Project Briefing: Michael Tree, Executive Director TVSJVRRA
- Draft 2014 Measure BB Amendment Process
- Comments Received
- Proposed Amendment

Rail in the Tri-Valley

- Long-standing commitment to rail service and connectivity
- **Planning and policy priority:** identified in state and regional rail planning
  - Alameda CTC Countywide Transportation Plans
  - 2007 MTC Regional Rail Plan
  - 2018 California State Rail Plan
- **Local land use planning:** Isabel Neighborhood Plan completed in May 2018 for development around a new rail station



2018 California State Rail Plan

Funding for Rail in the Tri-Valley

- **Financial commitment:** Voters consistently supported funding
  - 1986 Alameda County Measure B
    - $170 million for a "Rail extension to Dublin Canyon"
  - 2000 Transportation Expenditure Plan
    - $8.7 million for I-580 Corridor/BART to Livermore Studies
  - 2014 Alameda County Measure BB
    - $400 million for BART to Livermore
  - Regional Measures (RM)
    - RM 1 bridge toll funding to advance planning, environmental and design work
    - RM 3 (2018) included $100 million for Tri-Valley Transit Access Improvements

BART to Livermore

- 1980s: BART purchased a potential sites near I-580 and Isabel Avenue and Greenville Road to preserve land for extension
- 2010: BART completed a Program EIR evaluating station sites and alignments
- 2012: BART advanced conceptual engineering and environmental review of extension to Isabel Avenue
- 2017: BART released Draft Project EIR
- 2018: BART certified Final Project EIR and directed staff to not advance an alternative



Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA)

- Assembly Bill 758 created the TVSJVRRA for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County
- TVSJVRRA assumed responsibility to advance rail project in 2018 when the BART Board declined to advance the project
- TVSJVRRA leveraged significant amount of previous work:
  - BART to Livermore
  - ACE*Forward* planning and environmental work
- MTC Commission has included the Valley Link project in the Draft Plan Bay Area 2050

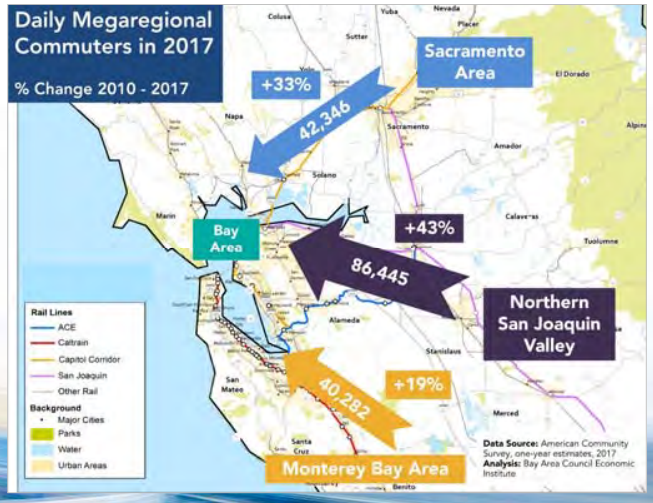
Valley Link

Connecting People, Housing and Jobs

Briefing Materials

Tri-Valley ⟡ San Joaquin Valley
REGIONAL RAIL AUTHORITY

More Commuters Making Megaregional Trips



Source: www.bayareaeconomy.org

Tri-Valley ⟡ San Joaquin Valley
REGIONAL RAIL AUTHORITY

8

Valley Link Project

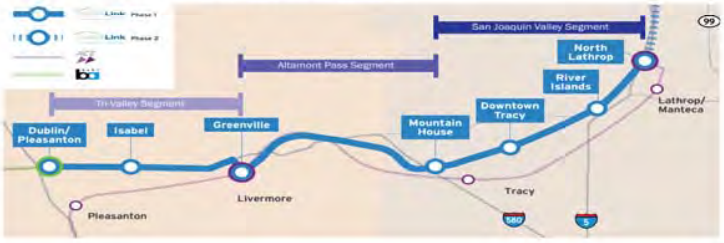
Proposed Project

Phase 1:
Rail service from the existing Dublin/Pleasanton BART Station to the proposed North Lathrop ACE Station, utilizing existing transportation rights-of-way where feasible.

Phase 2:
Rail service extended from the North Lathrop ACE Station to the existing Stockton ACE / San Joaquins Station.

Alignment

Rail service from Dublin/Pleasanton BART Station to the proposed ACE North Lathrop ACE Station, utilizing existing transportation rights-of-way where feasible. Development of the three segments in the Valley Link alignment, and future visionary and universal alignments in the Altamont Corridor separate from freight, will offer improved opportunities for future collaboration and unification for both ACE and Valley Link service.



Tri-Valley ⁂ San Joaquin Valley
REGIONAL RAIL AUTHORITY

9

Improving Statewide Connectivity

Key Policy Objective
Support the vision of California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link closes critical transit gaps and improves connectivity within the Bay Area Megaregion by connecting two designated State Rail Hubs and providing a connection to High Speed Rail.





10

Transit Oriented Development Policy

ADOPTED DECEMBER 11, 2019

- Station area plans required that include zoning, design standards, parking policies and station access plans
- Station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within ½ mile radius of stations

Project Benefits to Alameda County

- Phase 1, D-P to North Lathrop: 33,000 daily riders in 2040
  - Tri-Valley Segment: 10,137
  - San Joaquin County Segment: 22,856
- Overall project benefits
  - Annual reduction of between 33,880 and 42,650 metric tons of GHG emissions in 2040
  - Reduction of approximately 570,000 average weekday vehicle miles traveled in 2040
- Alameda County benefits: 57% of mileage is in Alameda County

Project Costs

- 2020 Capital Cost Estimate (mid-point YOE)
  - Phase 1: Dublin Pleasanton to North Lathrop
    - $2.81 B to $3.18 B
  - By segment (mid-point YOE)
    - D-P to Greenville: $1.61 B
    - Greenville to Mountain House: $424.97 M
    - Mountain House to North Lathrop: $429.27 M
    - Segment costs exclude O&M facilities ($198.67 M) and Vehicles ($508.82 M)

Draft Funding Plan

Fund Source	Estimated Amount
Alameda CTC Measure BB	$400 M
Regional Bridge Tolls	$188 M
City of Livermore Impact Fees	$40 M
Tri-Valley Transportation Council	$40 M
City of Tracy Property Contribution	$40 M
TOTAL	**$708 M**

Additional Potential Sources

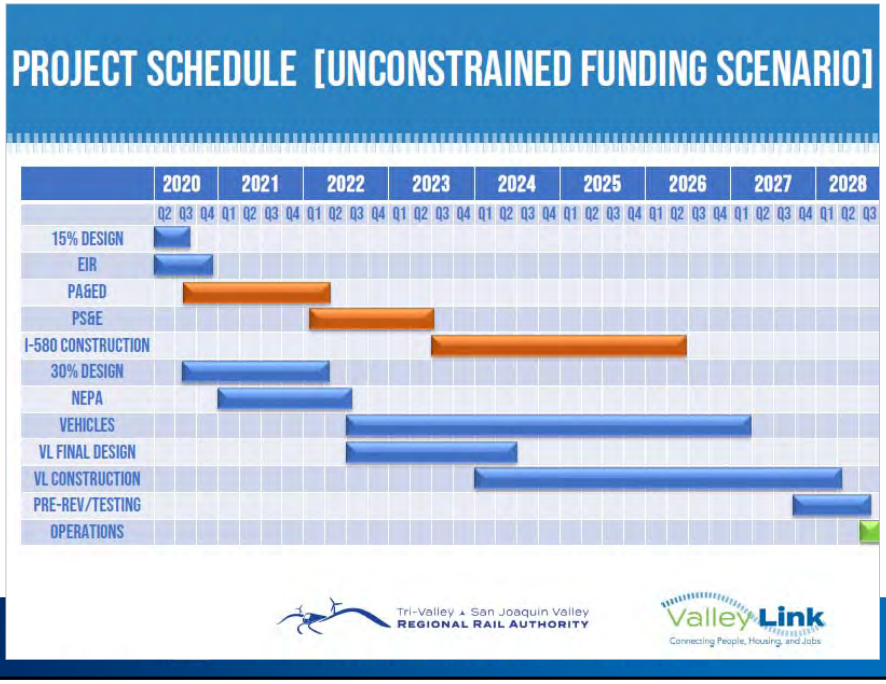
- San Joaquin COG exploring a 2022 Transportation Sales Tax that could contain the Valley Link project
- City of Lathrop impact/developer fees and tax increment financing
- San Joaquin Valley Pollution District
- State funding: TIRCIP or Congested Corridors

Potential Project Phasing

- Phase 1: D-P to North Lathrop
- Phase 2: North Lathrop to Stockton
- Project could be delivered in phases, including an initial operating segment. Options under consideration include:

Potential IOS	2025 Daily Ridership	GHG Emissions Reduction* (annual metric tons)	Capital Costs** (mid-point YOE)
D-P to Greenville	8,372	4,075 to 5,739	$1.61 B
D-P to Mountain House***	11,101	3,980 to 7,172	$2.04 B

***Range based on various technologies under consideration**
****Costs do not include O&M facilities ($198.67 M) and Vehicles ($508.82 M)**
*****Includes Southfront station**



TEP Amendment Process

- TEP amendment process from the 2014 TEP
  - Amendments Require 2/3rds Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners
  - Comment Period: All jurisdictions within the County were given 45 days to comment
- Staff returning to Commission to report on the comments received

Comment Period

- Commission approved initiation of the comment period on May 28, 2020
- Alameda CTC staff provided notification to the governing boards of all cities, the county and transit operators in Alameda County who are represented on the Alameda CTC Commission on May 29, 2020
- Comment period ended on July 13, 2020
- Comments received by August 28, 2020 are included in the summary matrix of comments and responses included as Attachment D with the full comment letters included in Attachment E
- All comments received between August 29, 2020 and 5 p.m. on September 11, 2020 were distributed as Handout, Attachment F and posted to the Alameda CTC website

Comments Received as of Sept 10, 2020

Agency	Support	Oppose	Questions/ Concerns
AC Transit – General Manager, not Board			X
Alameda County Board of Supervisors	X		
BART – Board Member McPartland	X		
BART – General Manager, not Board	X		X
City of Dublin	X		
City of Livermore	X		
City of Pleasanton	X		
City of San Ramon	X		
City of Union City	X		
LAVTA	X		
San Joaquin Regional Rail Commission	X		

Comments Received as of Sept 10, 2020

Public/Organization	Support	Oppose	Questions/ Concerns
Alameda County Taxpayers Association		X	
Assemblymember Bauer Kahan	X		
Bay Area Council	X		
Bay Area Transportation Working Group		X	
Bike East Bay			X
Building and Construction Trades Council of Alameda County, AFL-CIO	X		
California Automotive Retailing Group	X		
Chabot Las Positas College	X		
East Bay Economic Development Alliance, East Bay Leadership Council and Innovation Tri-Valley Leadership Group joint letter	X		

Comments Received as of Sept 10, 2020

Public/Organization	Support	Oppose	Questions/ Concerns
GILLIG	X		
Hacienda Business Park Owners Association	X		
Innovation Tri-Valley Leadership Group	X		
International Association of Sheet Metal, Air, Rail and Transportation Workers Local 104	X		
Jon Spangler		X	X
Laborers' Local 304	X		
Law Offices of Jason Bezis		X	X
Livermore Valley Chamber of Commerce	X		
Marshall Brothers Enterprises, Inc.	X		
Pleasanton Chamber of Commerce	X		
Ponderosa Homes	X		

Comments Received as of Sept 10, 2020

Public/Agency	Support	Oppose	Questions/ Concerns
US Representative Eric Swalwell	X		
Robert and Cynthia Panas	X		
Sensiba San Fillippo Certified Public Accountants and Business Advisors	X		
Sierra Club		X	X
Train Riders Association of California		X	X
Tri-Valley Conservancy	X		
Tri-Valley Transportation Council	X		
Wente Family Estates	X		

Key Themes - Support

- **Support:** Comments expressing support for the TEP Amendment focused on project benefits and the need for rail in the Tri-Valley
  - Fulfills a commitment made to the Tri-Valley to advance rail connectivity to Livermore
  - Assures Tri-Valley residents will benefit from the taxes they have paid
  - Reduction of over 99.4 million Vehicle Miles Traveled
  - Reduction of over 33,000 metric tons of greenhouse gas emissions per year
  - Support advancement of transit-oriented development
  - Protects open space
  - Supports businesses in the Tri-Valley by providing easy and convenient access
  - Provides an estimated 22,000 jobs during construction and between $2.6 billion and $3.5 billion in revenues

Key Themes – Oppose/Concerns

- Timing of the amendment
- Inadequate public noticing
- Insufficient alternatives analysis
- Interest in other transit alternatives in the corridor
- Benefits to San Joaquin and not Alameda County
- How an initial operating segment would be determined
- Potential project impacts related to sprawl and interregional commutes
- Measure BB equity considerations

Timing of the Amendment

- Commenters raised concerns that the TEP Amendment is being rushed. Commenters stated that there is no valid reason to amend the TEP at this point in time, and that the amendment should be delayed until the project's Environmental Impact Report (EIR) is available and the impacts of the COVID-19 pandemic on sales tax revenues and transit ridership are better understood.

Response: Timing of the Amendment

- Overall timeframe
  - Initial request was submitted in September 2019
  - Demonstrating a local funding commitment allows projects to be more competitive when seeking regional, state and federal funding
- Environmental Impact Report
  - The project must meet specific environmental deadlines and comply with regional, state and federal requirements
  - The TEP does not require that projects have completed an environmental document or have full funding plans before being in the TEP
  - Only four of the 21 specifically named capital projects in the TEP had an approved EIR when the TEP was approved by voters
- COVID-19 impacts
  - Long-term travel impacts of COVID-19 are unknown at this time
  - Alameda CTC is carefully monitoring the impact of COVID-19 on sales tax revenues

Inadequate Public Noticing

- Commenters raised concerns that the proposed TEP Amendment was not noticed to the public or posted on the Alameda CTC website. Requests were made for more time for the comment period, and for all comments to be posted by the end of July.
- Response
  - TEP Implementing Guidelines for a proposed TEP Amendment requires a comment period for jurisdictions
  - Following the Commission's May 28, 2020 approval to initiate the comment period, Alameda CTC staff provided notification to the governing boards of all cities, the county and transit operators in Alameda County who are represented on the Alameda CTC Commission
  - Staff were directed to include the full set of comments received in the PPLC materials and distribute those in advance of the meeting per standard Commission processes

Insufficient Alternatives Analysis

- Commenters stated that there had been insufficient analysis of alternatives, with specific focus on further analysis of a bus alternative in order to determine if there are better, more efficient uses of the funding
- BART and other commenters raised concerns regarding ensuring full understanding of and eligibility for BART core system impacts as part of the project and potential uses of the $400 million
- A few commenters specifically referenced TEP Implementing Guideline #22 as a reason other projects could be eligible for the funding

Response: Insufficient Alternatives Analysis

- BART conducted extensive alternatives analysis, as both part of the 2010 Program Environmental Impact Report (EIR) and as part of the subsequent Project EIR certified in 2018
  - 2010 Program EIR included analysis of 10 alignment alternatives
  - 2018 Project EIR included extensive analysis of four alternatives plus a no project alternative
- Valley Link Feasibility Report further evaluated alternatives and continues to do so as part of the environmental document
- TEP Guideline 22

Response: Other Transit Investments

- TEP Guideline 22
  - Should a planned project become undeliverable, infeasible or unfundable due to circumstances unforeseen…funding for that project will be reallocated to another project or program of the same type
  - The Valley Link project is a Transit project as is the BART to Livermore Project and it is at the Commission's discretion to act on a plan amendment to use these funds for transit purposes
- BART Core impacts
  - The TVSJVRRA has proposed to enter into an MOU with BART to address these future potential impacts
  - BART and the TVSJVRRA continue to work closely to fully identify and understand all potential impacts and benefits
  - Faregate modernization for non-Valley Link stations does not appear to be directly linked to impacts of the Valley Link project

Benefits San Joaquin County Not Alameda County

- Concerns were raised that Alameda County residents would not benefit from the project, but instead the project will primarily benefit San Joaquin County residents. In addition, concerns were raised that San Joaquin County has not committed funding to the project
- Response: Measure BB funds will only be spent on transportation improvements in Alameda County

Response: Benefits to Alameda County

- Benefits of the project, including data specific to Alameda County residents where possible, as provided by the Valley Link staff is noted below. Data is based on an extension from Dublin-Pleasanton BART to North Lathrop.
  - 10,137 daily boardings in the Tri-Valley in 2040
  - 32,993 daily boardings in from Dublin-Pleasanton BART to North Lathrop in 2040
  - Annual reduction of between 33,880 to 42,650 metric tons of greenhouse gas emissions in 2040 depending on the vehicle variant under consideration
  - Reduction of approximately 570,000 average weekday vehicle miles travelled in 2040
  - Approximately 57% of the project track mileage is in Alameda County
  - Transit-oriented development in the Tri-Valley including developments at the proposed Isabel station and Southfront station alternative

Response: San Joaquin Funding

- Funds are for construction only in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment
- TVSJVRRA is working closely with cities in San Joaquin County, the San Joaquin Council of Governments (SJCOG), and the state to secure additional funding for the project
- In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including showing $163.9 million for the project in the plan from future measures and state funds
- SJCOG also contributed funding for the environmental document

Determination of Initial Operating Segment

- Requests for more detail on how an initial operating segment would be determined
- Response: the TVSJVRRA Board is considering potential initial operating segments in order to more quickly deliver service

Potential IOS	2025 Daily Ridership	GHG Emissions Reduction* (annual metric tons)	Capital Costs** (mid-point YOE)
D-P to Greenville	8,372	4,075 to 5,739	$1.61 B
D-P to Mountain House***	11,101	3,980 to 7,172	$2.04 B

***Range based on various technologies under consideration**
****Costs do not include O&M facilities ($198.67M) and Vehicles ($508.82M)**
*****Includes Southfront station**

Potential Impacts to Sprawl and SB 375

- Commenters stated that the project will increase sprawl and further the distances between where people live and work. It was noted that this would violate the "inter-regional commuting" policy of Senate Bill 375 (SB 375) and Plan Bay Area
- Response:
  - SB 375 applies to regional transportation plans/sustainable communities strategies (RTP/SCS) that are adopted by metropolitan transportation organizations (MPOs) in the state of California
  - MTC Commission recently voted to include Valley Link in Plan Bay Area 2050, the RTP/SCS currently in development in the Bay Area region
  - SJCOG's most recent RTP/SCS was amended in early 2020 to include the Valley Link project
  - MTC's robust project performance assessment did not identify performance concerns with the Valley Link project regarding the project conflicting with the guiding principles of Plan Bay Area and identified it as a relatively well performing regional rail project.
  - The TVSJVRRA has adopted a Transit Oriented Development (TOD) Policy to support the advancement of transit-oriented development (TOD) in Valley Link station areas.
  - The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines

Measure BB Equity Considerations

- Commenters stated that the amendment would require the entire TEP to need to be reopened because it would dramatically change the distribution of benefits across the county. That would therefore require the basic allocation formula for local streets and roads to need to be reconsidered
- Response:
  - When the 2014 TEP was crafted by the Commission, it was done so to address geographic equity in investments and to reach consensus on a set of projects and programs that would provide benefits in all areas of Alameda County
  - The $400 million was identified in the TEP for a rail extension in the Tri-Valley so the proposed amendment does not change the geographic distribution of the benefits of the overall TEP

Today's Action

TEP Project Requirements

- All implementing guidelines will be applicable to the project and project sponsor, similar to all other TEP projects
- Strict Project Deadlines: Each project will be given a period of seven years to receive environmental clearance approvals and to have a full funding plan for each project
- Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds, and includes local hiring requirements
- No expenditures outside of Alameda County

Proposed Changes

~~BART to Livermore~~ Valley Link Rail in Alameda County ($400 M)

This project funds the first phase of a ~~BART~~ Valley Link Rail Extension from the existing Dublin/Pleasanton BART Station within the Tri-Valley and Altamont Pass in Alameda County ~~I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternatives assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

- Blue denotes new language added
- Red denotes language removed

Today's Action

- It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to:
  1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds;
  2) remove the BART to Livermore project and associated $400 million Measure BB funding;
  3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and
  4) make associated technical amendments.
- The Commission Plan Amendment Resolution recommended for approval is included as Attachment B and the proposed 2014 Measure BB Expenditure Plan redline markups and technical amendments are detailed in Attachment C.
- This is an action item and requires majority approval at the Planning, Policy and Legislation Committee (PPLC) and 2/3 of the Authorized vote for approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.



Thank You

For more information, visit
www.AlamedaCTC.org

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Executive Director

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Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Brad Paul
Deputy Executive Director, Local Government Services

September 14, 2020

Tess Lengyel
Executive Director
1111 Broadway, Suite 800
Oakland, CA 94607

RE: Valley Link Transit Rail Project

Dear Ms. Lengyel:

I am aware that the Alameda County Transportation Commission (ACTC) Planning, Policy and Legislation Committee is taking up an amendment to the 2014 Measure BB expenditure plan (item 5.1) at its September 14, 2020 meeting. As you know, MTC has long supported actions to build the Tri-Valley Link Project and has committed over $60 million dollars since 2018 to bring this project forward. Most recently, at our June 24, 2020 meeting the Commission discussed the project at length and acted to allocate $46.8 million to the Tri-Valley - San Joaquin Valley Regional Rail Authority for completion of 30% design, environmental review documents and for various operations and technical reports/studies on the Valley Link project. The action your committee is contemplating to amend the expenditure to direct $400 million to the project is an important part of the overall financial plan for the project.

As well, the Valley Link project is featured as a higher preforming, early implementation transit expansion project for inclusion into Plan Bay Area 2050. MTC approved the transportation element of Plan Bay Area 2050 that included Valley Link, in July. Known as the 'Blueprint' at this point in the process, the Joint MTC Planning/ABAG Administrative Committee took action on Friday, September 1, 2020 to forward Valley Link among other projects, as part of the larger transit investment and GHG reduction strategy to the Commission and ABAG Executive Board for their approval this month.

When integrated with the Plan Bay Area 2050 Regional Growth Forecast the Blueprint will be further analyzed this fall in advance of approval of the Preferred Alternative for the Plan Bay Area 2050 EIR.

Please contact me if you have further questions.

Sincerely,

Therese W. McMillan
Executive Director, MTC

cc: Scott Haggerty, MTC Chair

ACTC_AR2810

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1. **Call to Order**

2. **Roll Call**
   A roll call was conducted. All members were present with the exception of Commissioners Carson and Valle.

   Subsequent to the roll call:
   Commissioner Carson arrived during item 4.

3. **Public Comment**
   There were no public comments.

4. **Consent Calendar**
   - **4.1. Approve July 13, 2020 PPLC Meeting Minutes**
   - **4.2. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments**
   - **4.3. Approve issuance of a Request for Proposals for Paratransit Coordination Services**
   - **4.4. Federal, state, regional, and local legislative activities update**

   Commissioner Halliday pulled item 4.4 from the Consent Calendar and asked if the Committee will receive a report on state legislative activities. Ms. Lengyel stated that more information will be provided at the September Commission meeting.

   Commissioner Ortiz requested an update on the stimulus bill in Congress. Ms. Clevenger stated that there is no movement at the federal level in terms of a COVID-19 relief stimulus or the transportation bill. A COVID-19 package, that did not include additional transit assistance or relief assistance, was discussed the week of September 7, 2020, but it did not advance. Ms. Clevenger noted that the extension of the FAST Act is an ongoing point of discussion, as is the upcoming federal fiscal year appropriation. Any updates will be provided at the Commission meeting.

   Commissioner Haggerty expressed his appreciation that the request for proposals for paratransit coordination services was coming forward and he suggested streamlining the process in order to get the funding allocated quickly.

   Commissioner Halliday moved to approve the Consent Calendar. Commissioner Ezzy-Ashcraft seconded the motion. The motion passed with the following roll call votes:

Yes: *Arreguin, Bauters, Carson, Cutter, Ezzy Ashcraft, Haggerty, Halliday, Kaplan, Pilch, Ortiz*
No: *None*
Abstain: *None*
Absent: *Valle*

5. Regular Matters

5.1. Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Tess Lengyel stated that staff is recommending that the Commission approve an amendment to the 2014 Transportation Expenditure Plan (TEP), following the Implementation Guidelines that are incorporated in the TEP. Ms. Lengyel stated that in September 2019, the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) submitted a request for an amendment. In May 2020, the Commission approved initiation of the 45-day comment period by jurisdictions in Alameda County, which ended in mid-July 2020. Alameda CTC staff documented and responded to all comments received from jurisdictions and the public as received by the packet mailout. Carolyn Clevenger summarized the comments and the recommended actions. Michael Tree, Executive Director of the TVSJVRRA, provided an overview of the project status and current funding. Ms. Clevenger recommended that the Commission approve the TVSJVRRA request for an amendment to the 2014 Measure BB TEP to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and 4) make associated technical amendments. It was noted that this is an action item and requires majority approval at the Planning, Policy and Legislation Committee (PPLC) and 2/3 of the Authorized vote for approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Vanessa Lee, Clerk of the Commission, informed the Committee that 37 public comment letters of support were received subsequent to the mail-out of the PPLC packet. Ms. Lee noted that Attachment F containing the 37 letters was emailed to the Commission in advance of the meeting and placed on the Alameda CTC website. She stated that the following public comment letters were received after the the mail-out for the PPLC meeting and noted that all letters were comments of support:

- Alameda County Board of Supervisors
- Alameda County Fairgrounds
- Assemblymember Bauer-Kahan
- Bay Area Council
- Building & Construction Trades Council of Alameda County
- California Automotive Retailing Group, Inc.
- CEMEX
- City of Pleasanton
- City of San Ramon

- Dublin Chamber of Commerce
- East Bay Economic Development Alliance, East Bay Leadership Council, Innovation Tri-Valley Leadership Group joint letter
- GILLIG
- Hacienda Business Park
- Innovation Tri-Valley Leadership Group
- International Association of Sheet Metal, Air, Rail and Transportation Workers Local 104
- International Brotherhood of Electrical Workers Local 595
- Livermore Valley Chamber of Commerce
- Livermore Valley Winegrowers Association
- MAG Trucking
- Marshall Brothers Enterprises, Inc.
- Northern California District Council LiUNA
- Pleasanton Chamber of Commerce
- Pleasanton City Councilmember Pentin
- Ponderosa Homes
- Robert and Cynthia Panas
- San Joaquin Council of Governments
- San Joaquin Regional Rail Commission
- Senator Steve Glazer
- Sensiba San Filippo CPAs and Business Advisor
- TopCon
- Trish Munro
- Tri-Valley Conservancy
- Tri-Valley San Joaquin Valley Regional Rail Authority
- Tri-Valley Transportation Council
- US Representative Eric Swalwell
- Wente Family Estates

The following public comments were heard during the meeting:

- Marc Roberts, City Manager for the City of Livermore – Support of staff's recommendation
- Guisselle Nunez, public relations, and on behalf of the Chancellor of Chabot Los Positas Community College – Support of staff's recommendation
- Evan Brennan, founder of the Tri-Valley Transit Coalition and a local teacher – Support staff's recommendation
- Mark Trista, on behalf of the Tri-Valley Conservancy – Support staff's recommendation
- Dan Levitt, San Joaquin Regional Rail Commission – Support staff's recommendation
- John McPartland, BART Director for the Tri-Valley Area – Support staff's recommendation
- Steve Dunbar, Livermore resident – Support staff's recommendation
- Jennifer, Livermore resident – Support staff's recommendation

- Linda Smith, City Manager for the City of Dublin – Support staff's recommendation
- John Belperio, representative of Northern California Carpenters Regional Council and The Building and Construction Trades Council of Alameda County – Support Staff's recommendation
- M. Santa Cruz, field representative and part of the Carpenters Union – Support staff's recommendation
- Regina, Livermore resident – Support staff's recommendation
- Mark Espinoza, field representative of pile drivers – Support staff's recommendation
- Candace, Alameda County resident – Support staff's recommendation
- Pat Piras, on behalf of the Sierra Club – Reinforced the Sierra Club comment letter included in the PPLC packet. She noted that the response in the packet is incorrect because it stated that MTC included Valley Link in Plan Bay Area 2050
- Val Menotti, Chief Development Officer at BART, noted that the BART Board has not taken a formal position and BART staff comments are included in the letter in the PPLC packet from General Manager Bob Powers – Support staff's recommendation

Commissioner Bauters stated that he understands the importance and significance of amending a voter-approved measure and his following comments were focused on the comments made by the Sierra Club and Bike East Bay in the comment letters:

- The insufficient comment period: Commissioner Bauters stated that the 45-day comment period is not the same process as an Environmental Impact Report (EIR). The jurisdictions and transit agencies have processes in place to provide comments within the 45-day period if they so choose and Alameda CTC does not get involved in their processes. The Commission directed staff to receive the comments from the jurisdictions and the public and to respond and place all comments/responses on the Alameda CTC website by September 2020. He noted that if the Valley Link amendment is approved, the Independent Watchdog Committee will review the project annually.
- Impact on the Direct Local Distribution (DLD) funding and whether or not the transit agencies in Alameda County will have a loss of DLD funding: Commissioner Bauters stated that this will not happen because Valley Link is not inserted in the DLD funding formula process with this amendment. The allocation of the DLD funding is specified in the TEP and a separate amendment would be required to the TEP to include Valley Link in the DLD formula. The DLD funds are protected.
- Why is there a rush to do this project and the suggestion to wait for the EIR to be completed: Commissioner Bauters stated that he would be concerned about the precedent that this would set. Each project has seven years from the first year of revenues to draft an EIR and there are 22 capital projects in the 2014 TEP and seven of the projects do not have an

EIR completed. To complete the EIR first would be putting Valley Link to a higher standard than other Measure BB projects.

- The $400 million in sales tax revenue: Commissioner Bauters stated that every prior measure has experienced a recession over the course of the measure, and Measure BB is experiencing one now. Alameda CTC has budgeted conservatively and historically has exceeded the anticipated sales tax revenue.
- Alternative projects in East County: Commissioner Bauters stated that BART went through an EIR for this project and decided to not do the project nor any other alternative. Valley Link is legally the next entity in line to develop and deliver a rail project. System integration is imperative between BART and Valley Link and some of the ideas that the Sierra Club brought forth could be addressed as the project design and analysis advances.
- Inconsistency with Sustainable Communities Strategy (SCS): Commissioner Bauters stated that this applies to MTC and that Alameda CTC does not approve Plan Bay Area 2050 (PBA 2050). The San Joaquin COG has approved the project as part of its RTP/SCS.
- What is the matching commitment from San Joaquin County and the initial operating segment: Commissioner Bauters requested that to ensure San Joaquin County is a partner, clarify that the initial operating segment is implemented from Dublin to Mountain House.

Commissioner Bauters stated that if the Commission moves forward with the project, it should include the clarifying language as part of the motion.

Commissioner Pilch commented that he's a huge fan of rail infrastructure and the fact that Valley Link will be zero greenhouse gas (GHG) emissions is great. He expressed concerns regarding mega-commutes, reiterated his worry about the incentive for commuting, and expressed concerns that the cities where people are commuting to are not creating housing. Commissioner Pilch also stated that the BART Board has not taken a formal position on the project and he noted that he is concerned with the change in the commute patterns due to COVID-19.

Commissioner Pilch asked why the 45-day public comment period was not extended and he questioned why the Commission needs to approve the request now. Ms. Lengyel stated that Alameda CTC followed the TEP Implementing Guidelines for the minimum comment period to ensure that jurisdictions had an opportunity to submit their comments and staff had an opportunity to review them. She noted that the comment period was approved by the Commission and staff felt the 45-day comment period was adequate for people to review the materials and submit comments to the Commission.

Commissioner Cutter stated that this project is final only if it meets all of the guidelines and requirements. She noted that should San Joaquin County not pass a measure or if other requirements are not met, Alameda CTC would then figure out what to do with the funds. Commissioner Cutter agreed to the clarifying language as proposed by Commissioner Bauters.

Commissioner Ezzy Ashcraft asked when the draft EIR will be released. Mr. Tree stated that the draft EIR will be released in October or early November of 2020.

Commissioner Ezzy Ashcraft expressed concerns about the long mega-commutes and the housing problems. Ms. Lengyel stated that in the Bay Area overall, the fastest growth area is in the East Bay with the highest-level residential growth occurring in the Tri-Valley. The TVSJVRRA has adopted a TOD policy, which is a similar policy adopted by MTC, and the cities are focusing on expanding and developing new Priority Development Areas (PDAs).

Commissioner Ezzy Ashcraft stated her concerns about the effect of the post COVID-19 landscape. Ms. Lengyel stated that the long-term effects of COVID-19 are uncertain and she stated that the agency has seen a rise in people using their vehicles and traffic is pushing towards pre-COVID-19 numbers.

Commissioner Halliday asked about the strict project deadlines and if a full funding plan for a segment to Mountain House would be sufficient, without having a full plan for every phase of the project. Ms. Lengyel said the funding plan requirement would be for the first phase, and if the clarification is added that would be for service to Mountain House at a current capital cost of approximately $2 billion.

Commissioner Haggerty stated that he supports the clarification and also supports going to Mountain House. He noted that it is appropriate and it saves the project approximately $100 million by not having to build an additional maintenance facility. He thanked staff and the Commission Chair and Vice Chair for the effort put into this project.

Commissioner Arreguin stated that he supports the clarification. He noted that it's important to reduce single occupancy vehicle trips and GHG emissions and this project will accomplish this. Commissioner Arreguin noted this project is important to the region and it moved to Tier 1 in the PBA 2050 because of its transformative benefits.

Commissioner Ortiz stated that she asked her AC Transit colleagues on how to vote on this amendment and they directed her to oppose the item.

Commissioner Bauters stated that the cities collectively do not do enough about housing and commented that Dublin is the fastest growing city in terms of providing housing in the last 10 years. He also noted that the EIR is not a threshold for moving forward with the project.

Commissioners Bauters moved to approve the staff recommendation and insert the clarifying language "… the initial operating segment, defined as from the Dublin/Pleasanton BART Station to the proposed Mountain House Station, that …"

Commissioner Halliday seconded the motion. The motion passed with the following roll call votes:

Yes:	*Arreguin, Bauters, Carson, Cutter, Ezzy Ashcraft, Haggerty, Halliday, Kaplan*
No:	*Ortiz*
Abstain:	*Pilch*
Absent:	*Valle*

6. Committee Member Reports
There were no member reports.

7. Staff Reports
Tess Lengyel stated that a full report on sales tax collection will be presented at the September Commission Meeting. She noted that the sales tax revenues are coming in stronger than anticipated.

Ms. Lengyel acknowledged Alameda CTC's Finance team on being awarded the Certificate of Achievement for Excellence in Financial Reporting for its Comprehensive Annual Financial Report for the Fiscal Year Ended June 30, 2019.

8. Adjournment/ Next Meeting
The next meeting is: October 12, 2020 at 11:30 a.m.

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Alameda County Transportation Commission Planning, Policy and Legislation Committee – September 14, 2020 Meeting – Agenda Item No. 5.1 Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request

Recording Name:
[Alameda CTC Remote Committee Video- September 14, 2020]

Transcript Prepared By:



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Suite 500
Denver, CO 80210

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(Start 01:26:44)

Ortiz: We move then to regular matters. The next one is approve Tri-Valley-San Joaquin Valley Regional Rail Authority request for a 2014 Measure BB Transportation Expenditure Plan Amendment. Uh, colleagues, uh, this -- there will be a presentation and then I will move for first to receive public comments and then I will move with commissioner comments.

Lengyel: Thank you, Madam Chair. Um, I'll go ahead and start off this item. This item, as you noted, is, um, an action item and it's an item for an amendment to the 2014 voter approved Transportation Expenditure Plan following the implementation guidelines that, uh, are incorporated into the voter approved plan. Uh, in September of 2019, the Tri-Valley-San Joaquin Valley Regional Rail Authority, which is a public agency created by, uh, state law, um, submitted a request for an amendment, uh, back in September 2019. Alameda CTC and the Authority have been working together to understand, um, the effect of the proposed project on I-580, and to, um, understand the full overall project. In May, this item was brought before the Commission to release, um, for jurisdiction comment for a 45-day period for jurisdictions, as is directed in the 2014 TEP guidelines. That 45-day period, um,

was concluded in mid-July. And per the direction of the Commission, uh, staff accepted and documented and responded to all comments that were submitted both by jurisdictions, as well as by the public, and those comments are incorporated in your, uh, the memo and the agenda item. And this is an action item to recommend to the full commission the TEP amendment to, uh, add the Valley Link Project into the Transportation Expenditure Plan. I'm gonna turn it over to Carolyn Clevenger who, along with Michael Tree, who's the Executive Director of the Tri-Valley-San Joaquin Valley Regional Rail Authority, will provide you an overview of the project. Um, we'll go through the comments and responses to comments, and then present you with the recommended action today. So with that, I'd like to turn over to Carolyn Clevenger, our Deputy Executive Director of Planning and Policy. Carolyn?

Clevenger: Thank you, Tess. Uh, go ahead, next slide please. Rail service and connectivity in the Tri-Valley has been under discussion for a very long time. Um, from the planning perspective, rail improvements have been identified in a series of local, regional, and state planning efforts over the years. And cities in Alameda County and San Joaquin County have also been

doing local land use planning to focus growth around potential stations, including Livermore, which completed the Isabel Neighborhood Specific Plan in 2018. Next slide. Voters have made longstanding commitments that include funding for transit in the Tri-Valley dating back to the 1986 Measure B and the 2000 Expenditure Plans which included funding for rail, to the 2014 Measure BB Expenditure Plan that included $400 million for BART to Livermore. In addition, Regional Measures 1 and 3, which were approved by voters throughout the region included funding, some of which BART and now the Tri-Valley-San Joaquin Valley Regional Rail Authority have used to advance the initial phases of project development for the Valley Link project. This included $46.8 million allocated by MTC in June of this year to advance environmental and design work. Next slide. As many of you know, BART was, for a long time, the lead on the project. Between 2010 and 2018, BART advanced a significant amount of planning and environmental work, including analysis of multiple station sites and alignments, as well as different rail technologies and express bus alternatives. That work culminated in May 2018 certification of a project level EIR. After extensive discussion and debate, the BART board

finalized the EIR without selection of a preferred project to advance. Next slide. As Tess mentioned, in 2017, the legislature approved AB 758, which created the Tri-Valley-San Joaquin Valley Regional Rail Authority, for the purposes of planning, developing, and delivering cost-effective and responsive transit connectivity in the Tri-Valley and San Joaquin County. When the BART board voted not to advance the project, the Authority, as defined in AB 758, assumed responsibility to advance the project. The Authority utilized a significant amount of work that had already been completed by BART, as well as ACE, to jumpstart their work. Uh, Michael Tree, the executive director of the authority will now provide an overview of the Valley Link project. Michael?

Tree: All right, I, uh -- I appreciate the opportunity to comment this morning. If we could go to the next slide, that'll work out perfect. All right, so, um, the first slide is, uh, a pre-COVID slide, obviously. Uh, and it's provided by the Bay Area Council Economic Institute. And, uh, in the slide, you can see the three primary commute sheds into the Bay Area. You'll note that the commute, uh, from the Northern San Joaquin Valley, which includes the, uh, Tri-Valley in the Bay Area is the largest of the three. In fact,

it's, uh -- it's more than twice the volume of the other commute sheds, and it's also growing at a higher rate. Um, an update to this slide, uh, I think is coming soon. It shows pre-COVID conditions, uh, just before March where the commute shed from the Northern San Joaquin is now approaching 100,000 commuters a day. Um, according to the, uh, Bay Area Council Economic Institute, the congestion on this, uh, commute shed is about to get much worse, with congestion anticipated to grow 75 percent between 2016 and 2040. And truck traffic, uh, much of which is going to and from the Port of Oakland, increasing 58 percent during the same time period. Next slide. Here's, uh, an illustration of the Valley Link system map. Uh, the first phra- -- the first phase, excuse me, is from the, uh, Dublin-Pleasanton BART station, which is on the left-hand side of the, uh -- the map. And, uh, it extends, uh, to the planned ACE North Lathrop station, so everything in solid blue. A second future phase, uh, would extend into Stockton. Uh, as noted, uh, Valley Link connects with BART at the Dublin-Pleasanton BART station, and with the ACE trains at Greenville, and the planned ACE North Lathrop stations. Uh, the first phase, which you see in the solid blue, is 42 miles long and features seven

stations. And you can easily break up the, uh, first phase of this project into three segments or rights-of-way, all of which are currently on transportation corridors, which will allow for a quicker, more efficient project delivery. The first section is from the Dublin-Pleasanton BART station to the Greenville station, which is just short. I- -- if you're look -- if you know your geography of, uh, climbing into the Altamont, uh, Corridor. Uh, within this, uh, 11-1/2-mile section, Valley Link, uh, travels a grade, uh, within the 580 median. The, uh, second section is a 12-1/2-mile Altamont section, and in this section, Valley Link operates on the former Southern Pacific Railroad right-of-way, which, uh, is part of the original Transcontinental Railroad, and is now owned by the County of Alameda. The third and, uh, final section is from the Mountain House station, uh, to the planned ACE North Lathrop station, and this section is 17-1/2-miles long and is within the Union Pacific Railroad, uh, right-of-way. The, uh, Valley Link trains are planned to operate throughout, uh, the day with 12-minute headways in the Tri-Valley during commute times. So, uh, residents boarding, uh, within the Tri-Valley will be meeting every BART train. Uh, Valley Link will feature 36-minute headways during the

off-peak. And beyond Livermore, the trains operate on a 24-minute free headway, uh, in the peak, and every 72 minutes in the off-peak. Uh, briefly speaking, the Valley Link Board, uh, is looking at three types of technology for the trains: hybrid diesel, uh, electric battery, which would feature catenary on the Altamont, and battery -- battery operation, uh, on the 580 section, and within the Union Pacific section, and we're also looking at hydrogen. Uh, lots of, uh, promising, uh, work being done with the hydrogen in regard to this project. So it's anticipated that the Board will select a zero-emission technology as they more -- more fully explore the, uh, electric battery and the emerging hydrogen. Uh, the Valley Link trains, if you're wanting to visualize them, uh, their appearances would be very similar f- -- f- -- uh, to the, uh, eBART trains. Next slide. So this slide is from the State Rail Plan. And improving statewide connectivity with rail is a high priority for the state. Although the State Rail Plan was created before the Rail Authority actually named the train Valley Link, so hence the name of Valley Link isn't, uh, per se in the State Rail Plan. The plan does describe, uh, frequent passenger rail service between the Stockton Hub and the Tri-Valley Hub, located at

the Dublin-Pleasanton BART station, uh, as you see in the inset of the map. And so, uh, Valley Link, uh, very much so is part of the, uh, State Rail Plan, and the state has a -- a very big interest in Valley Link as a Northern California mega-regional train system. Next slide. So in December of, uh, 2019, the Rail Authority adopted a transit-oriented development policy. Uh, the policy requires that station area plans be developed that includes zoning, design standards, parking policies, and station access plans. Importantly, the, uh, policy requires that station area plans meet or exceed a corridor-level threshold of 22 housing -- 2,200, uh, housing units within a half-mile radius of the stations, which is consistent with MTC's transit-oriented development policy. Currently, uh, TOD planning is underway at five of the seven Valley Link stations. The, uh, Isabel station in Livermore is a great example. Uh, here, the TOD planning includes nearly 4,000 homes within a half-mile of the station. Another example is the, uh, South Front station in Livermore. It's also being considered, uh, for a Valley Link station, and will offer another 35 to 4 -- 3,500 to 4,000 housing units within a half-mile of that station. Uh, the next slide. So, there -- there's lots of project benefits

to Alameda County with the Valley Link project. Of the 33,000, uh, rides a day estimated in 2040, more than 10,000 are riders, uh, in the Tri-Valley segment. Additionally, uh, Valley Link has a benefit of reducing between 33,880 and 42,650 metric tons of greenhouse gas emissions in 2040, uh, again, depending on the technology of the train that's selected. Uh, further GHG reductions will happen at communities -- as communities continue to, uh, engage in transit-oriented development around the Valley Link station. Uh, on average, there's a weekday reduction of 570,000 vehicle miles traveled that are attributable to the Valley Link project, and that's a, uh, 2040 number. And finally, I think it's, uh, important to have noted the majority of the Valley Link train system is in Alameda County. Uh, next slide. So slide 13, uh, features the project costs. Uh, in short, the full 42-mile phase one with the seven stations, the cost between, uh, two point eight-one billion and three point one-eight billion in the midpoint of the, uh, year of expenditure. And on this slide, I've also included, uh, a few cost estimates for the various segments of the Valley Link system, and, uh, I'll talk more about them in just a few minutes. Next slide. So this slide shows the, uh, funding sources that are

a high probability for the Valley Link project. The Measure BB funds, of course you are considering amendments, uh, for, uh -- for the Valley Link, uh, system today. The regional bridge toll funding, uh, that's been allocated to the corridor and available to this project. Uh, you can also see a total of $80 million in developer fees from the City of Livermore and the Tri-Valley Transportation Council that are anticipated. In addition to the, uh, 200-acre property from the City of Tracy for the operations and, uh, maintenance facility, which carries a value of $40 million. Uh, San Joaquin has, uh, been very active at identifying, uh, potential funding sources for Valley Link. Uh, in addition to the $40 million property by the City of Tracy, uh, which you see in the chart, they're planning for a potential transportation sales tax in 2022, uh, that would include the Valley Link project. Uh, the City of Lathrop is considering $86 million in developer fees and tax increment funding. And finally, San Joaquin Council of Governments has included Valley Link in their congested corridors planning, which could result in significant state funding. Uh, other potential, uh, funding sources, as noted in the slide, include funding from the state for, uh, their Transit and

Intercity Rail Capital Improvement Program or TIRCP. Uh, next slide. So the, uh -- the second to the last of my slides includes potential project phasing of Valley Link. Uh, we've already talked, uh, or discussed that, uh, phase one is from the Dublin-Pleasanton BART station to the ACE North Lathrop station. There's also opportunities to do an early phase one, or what's known as an initial operating segment or an IOS. Uh, the most likely initial operating segment is from Dublin-Pleasanton BART station to the Mountain House station. Uh, this IOS would provide for more than 11,000 rides per day in the initial year of service, and GHG reductions of up to 7,172 annual metric tons, uh, with a capital cost of just over $2 billion. The benefits of this IOS would be numerous, including the ability to build a permanent O&M fac- -- uh, operations and maintenance facility next to the Mountain House station. Uh, if you were to, or if the board were to choose an IOS to Greenville, for example, the authority would need to build a, uh, temporary O&M facility. Uh, building the permanent O&M facility would create more efficiency obviously, uh, when the trains are up and running, and also sustainability as the, uh, property includes space for solar generation that would power that O&M

facility. Uh, as mentioned, the IOS to Mountain House would also increase ridership, uh, GHG emission reductions, and increase the interest, uh, from the County of San Joaquin obviously, and the state, uh, and the -- and the, uh, federal government in funding the project. Next slide. So my last slide, uh, has a fairly detailed project schedule, uh, for Valley Link. Uh, I think the key milestones to keep in mind as you look at this schedule is the completion of 30 percent design in early 2022, uh, the beginning of construction as early as 2023, uh, using design build in -- in areas of the project, and then revenue service that could begin as early as, uh, 2028. And so that, uh, concludes my slides. And, uh, I'll turn the, uh, presentation back over to Tess and Carolyn.

Clevenger: Thank you, Michael. Next slide, please. And so now we will remind you, um, the overall amendment process just to bring everyone back up to speed on that, and then go through the comments that we received. Uh, since May, um, I'm sorry. Um, the amendment requires two-thirds vote of the full commission. In May, the Commission initiated the amendment process by opening the comment period, 45-day comment period for jurisdictions in Alameda County closed on July 13th. And today we'll report back on

the comments received. Next slide. Following the Commission's vote on May 28th to initiate the comment period, notice was sent to the governing boards of all cities, the county, and transit operators in Alameda County who are represented on the Commission. Comments received by August 28th are included in the summary matrix of comments and responses included as attachment D, with the full comment letters included in attachment E. All comments received between August 29th and Friday the 11th were distributed as a handout and email to the commissioners this morning as attachment F and posted to the Alameda CTC website. Next slide. The next four slides note the comments received as of September 10th. This table summarizes the public agencies that submitted comments. Um, we received comment letters from the AC Transit and BART general managers, as well as from one BART board member. We received comments from the cities of Dublin, Livermore, Pleasanton, San Ramon, and Union City, as well as the transit agencies LAVTA and the San Joaquin Regional Rail Commission, as well as the Alameda County Board of Supervisors, um, that submitted a letter of support. Next slide. The Alameda County Taxpayers Association and the Bay Area Transportation Working Group submitted -- submitted

letters opposing the amendment. Bike East Bay submitted questions, and the letters of support were submitted by Assemblymember Bauer Kahan, the Bay Area Council, the Building and Construction Trades Council, the California Automotive Retailing Group, Chabot-Las Positas College, and a joint letter of support was submitted by East Bay EDA, the East Bay Leadership Council, and Innovation Tri-Valley Leadership Group. Next slide. Letters opposing the amendment were submitted by Jon Spangler and the Law Offices of Jason Bezis. Letters of support were submitted by GILLIG, the Hacienda Business Park, Innovation Tri-Valley, Inter- -- International Association of Sheet Metal, Air, Rail and Transportation Workers Local 104, Laborers' Local 304, the Livermore Chamber of Commerce, Marshall Brothers Enterprises, Pleasanton Chamber of Commerce, and Ponderosa Homes. Next slide. Letters of opposition were submitted by the Sierra Club and the Train Riders Association of California, and letters of support were submitted by U.S. Representative Eric Swalwell, Robert and Cynthia Panas, Sensiba San Filippo CPAs, the Tri-Valley Conservancy, the Tri-Valley Transportation Council, and Wente Family Estates. In addition, since the commission item was posted and this presentation was

finalized, 15 additional letters of support were submitted. And I'm gonna read to you briefly the 15 additional letters of support came in from the Alameda County Fairgrounds, um, CMEX, the Dublin Chamber of Commerce, the International Brotherhood of Electrical Workers, Local 595, the Livermore Valley Wine Growers Association, MAG Trucking, Northern California District Council, LIUNA, Pleasanton, um, City Council Member Pentin, the San Joaquin Council of Governments, Senator Steve Glazer, Topcon, Trish Monroe, the Tri-Valley-San Joaquin Valley Regional, uh -- Valley Regional Rail Authority, as well as the MTC. Next slide. The support letters highlighted the benefits of the project and the need for rail, sorry, previous slide, and the need for rail in the Tri-Valley. Benefits cited included the reduction of vehicle miles traveled and greenhouse gas emissions, support for transit-oriented development, protection of open space, supporting the businesses in the Tri-Valley, and that the project provides an estimated 22,000 jobs during construction. Next slide, please. This slide summarizes the key themes repeated in comment letters that oppose the amendment, and/or asked questions about the amendment. I will go through each of these individually in the next series of slides. An

attachment D in your packet starting on page 47 of the PPLC packet details the comments and responses, um, to those comments received. Next slide. Commenters raised concerns that the amendment is being rushed and that it should be delayed until the environmental impact report is available. And concerns were also raised about the impact of CO- -- the COVID-19 pandemic on sales tax revenues and transit ridership. Next slide. The initial request to amend the TEP was submitted in September of 2019. The TEP does not require that projects have a completed environmental document or have full funding plans in place before being in the TEP. In fact, only four of the 21 main projects had completed their environmental document when the TEP was approved by voters. In terms of COVID, Alameda CTC is carefully monitoring the impact of COVID-19 as we discussed at this morning's FAC committee meeting, and the long-term travel impacts are unknown at this time. Next slide. Commenters raised concern regarding the comment period. Alameda CTC followed the TEP implementing guidelines requirement for a comment period for jurisdictions, which were all properly noticed. All comment letters received during the comment period and responses to those comments were posted on September 4th, and the

additional comment letters received were emailed out this morning. Next slide. This summarizes comments that were submitted regarding, um, alternatives, as well as other transit considerations. There were criticisms that there has been insufficient analysis of alternatives done for the project, questions regarding potential impacts to BART's core system, and comments stating that other projects could be eligible for the funding. Next slide. BART conducted extensive and alternatives analysis both in 2010 and in 2018, which Valley Link is further evaluating, um, both as part of its feasibility report that was completed last year, as well as part of the EIR that's under development and anticipated to be released this fall. Next slide. TEP guidelines states that if a project becomes undeliverable, infeasible, or unfundable, funding will be reallocated to another project or program of the same type. The Valley Link project is a transit project, as was the BART to Livermore project, and so it is at the Commission's discretion to act on a plan amendment to use the BART to Livermore funds for transit purposes. In terms of BART core capacity impacts, BART and the Role -- Rail Authority have been coordinating closely to fully identify all potential impacts and benefits of the

project, and the authority has proposed to enter into an MOU with BART to address potential future impacts. Next slide. A number of commenters raised concerns that Alameda County residents would not benefit from the project and instead would primarily benefit San Joaquin County. Uh, Measure BB funds will only be spent and are only allowed to be spent on transportation improvements within Alameda County. Next slide. The project benefits both Alameda and San Joaquin counties. Um, data from Valley Link, um, some of which Michael covered in the earlier slides, identifies benefits, um, to residents of the Tri-Valley and Alameda County, including over 10,000 daily boardings in the Tri-Valley. So roughly a third of the total boardings anticipated by 2040 would occur in the Tri-Valley, reductions in greenhouse gas emissions, as well as reductions in vehicle miles traveled. And the project helps support transit-oriented development in the Tri-Valley, including developments at the proposed Isabel Station and the new South Front Station, which is under consideration and for which the City of Livermore recently created a priority development area around. Next slide. Regarding funding, Measure BB shall only be used in Alameda County, and the amendment language before you

today notes that it will only be used for construction, and shall not be used until full funding commitments are identified for an initial operating segment. The Rail Authority is working closely with the San Joaquin Council of Governments and the state to pursur -- pursue additional funding for the project, which would be necessary for the project to be fully funded in advance. Next slide. There were questions regarding how an initial operating segment would be defined. The Rail Authority board is considering potential i- -- initial operating segments, as Michael discussed, to either Greenville or to Mountain House. Ridership for the alternative ending at Mountain House with two stations in Livermore, one at South Front and one at Isabel, has shown higher ridership numbers. Emissions vary based on the technology used, which is still being explored by the authority. Um, and the Rail Authority is considering advancing in IOS in order to more quickly deliver service. They do still anticipate service starting in 2028. So the 2025 year noted here is because the forecast and modeling work was done for 2025. Um, but I do wanna just clarify that the anticipation still would be, um, that service could begin in 2028. Next slide. Some commenters raised

concern around sprawl and if the project is inconsistent with SB 375. SB 375 is a state law that applies to regional transportation plans and sustainable community strategies that are adopted by MPOs in the state of California. So in our case, that's MTC and the San Joaquin COG, which are the two agencies that r- -- approve RTP SCSs, um, that are related to this project. MTC recently voted to include Valley Link in Plan Bay Area 2050's transportation element, which will be approved in final form next year. The project went through extensive performance analysis as part of Plan Bay Area 2050, and no concerns were raised by MTC as part of that analysis regarding the benefit co- - -cost performance of the project or consistency with the RTP SCS policies and goals. San Joaquin COG amended its RTP this last year to add the Valley Link project to its, um, RTP. The Rail Authority has adopted transit-oriented development policy, um, that mirrors MTC's Resolution 3434 guidelines. Next slide. Questions were raised regarding if the amendment would change equity considerations in Measure BB. The $400 million was identified in the TEP for a rail extension in the Tri-Valley, so the proposed amendment does not change the geographic distribution of the benefits of the

overall TEP. Next slide. So today's action. Uh, next slide. All of the TEP project requirements that apply to all projects in the TEP would apply to the Valley Link project. This includes strict project deadlines. So seven years after the approval of any amendment, Valley Link would need to have received environmental clearance approvals and have a full funding plan in place. All recipients of funds allocated in the expenditure plan are required to sign a master funding agreement, which details their roles and responsibilities to spending sales tax funds and includes local hiring requirements. And no expenditures are allowed outside of Alameda County. Next slide. This slide details the proposed amendment language. Blue denotes new language added and red denotes language removed from the TEP. Next slide. So for today's action, it is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority request for an amendment to the 2014 TEP. To one, acknowledge the Rail Authority as a new agency in Alameda County that can be an eligible recipient for Measure BB funds. Two, to remove the BART to Livermore project and the associated $400 million in Measure BB funding. Three, add the Valley Link project with $400 million in

Measure BB funding. And four, make the associated technical amendments. The Commission Plan Amendment resolution recommended for approval is included as attachment B, and the proposed 2014 Measure BB expenditure plan, red line markups, and technical amendments are detailed in attachment C. This is an action item that requires majority approval of the PPLC Committee, and a two-third approval, um, of the authorized vote at the commission meeting per the implementing guidelines of the 2014 TEP. So with that, I'll turn it back over to the chair.

Ortiz: Thank you, Carolyn. Um, now, as I said earlier, we're gonna, uh, do public comments first. So Vanessa, would you bring forward those who have signed up for public comment?

Lee: Uh, sure, so just to note for the committee members, following mail out of the PPLC packet, uh, 37 comment letters were received. A supplemental handout, um, attachment H includes the full, I'm sorry, attachment F, includes the full text of the letters and was distributed to the committee members this morning, as well as posted on the Alameda CTC website. The 37 letters were all letters of support for the TEP amendment and the Valley Link project. Uh, letters submitted include letters from the Alameda County

Board of Supervisors, Alameda County Fairgrounds, Assemblymember Bauer Kahan, Bay Area Council, Building and Construction Trade Council of Alameda County, California Automotive Retailing Group, CMEX, City of Pleasanton, City of San Ramon, Dublin Chamber of Council, uh, Commerce, East Bay Economic Develop Alliance, East Bay Leadership Council, Innovation Tri-Valley Leadership Group submitted a joint letter. Um, GILLIG, Hacienda, Innovation Tri-Valley Leadership Group, International Association of Sheet Metal, Air, Rail and Transportation Workers, uh, Local 104, International Brotherhood of Electrical Workers, Local 595, Livermore Valley Chamber of Commerce, Livermore Valley Wine Growers Association, MAG Trucking, Marshall Brothers, Northern California District Council, uh, Pleasanton Chamber of Commerce, Pleasanton Council Member Pentin, Ponderosa Homes, Robert and Cynthia Panas, San Joaquin Council of Governments, San Joaquin Regional Rail Authority, Senator Steve Glazer -- Glazer, Sensiba San Filippo CPAs, Topcon, Trish Monroe, Tri-Valley Conser- -- Conservancy, Tri-Valley-San Joaquin Valley Regional Rail Authority, Tri-Valley Transportation Commission, U.S. Representative Eric Swalwell, and Wente. Uh, you also currently have eight hands raised, um, for public

comment. Um, I'm gonna go ahead and, I don't know if you wanna take the commissioners' comments first, you wanna go ahead for public?

Ortiz: No, um, go with the public comments first.

Lee: Okay, I'm gonna go ahead and just call them one by one, um, and unmute. Um, Mark Roberts.

Roberts: Good morning. My name is Mark Roberts. I am the city manager for the City of Livermore. I wanna thank you for the opportunity to offer some comments this morning, um, on the proposed amendment. Livermore will have more than 10,000 boardings a day in 2040, with Valley Link, uh, having more than 74 round trips with a total of 33,000 boardings a day throughout the entire Valley Link system in 2040. Valley Link trains will remove congestion from the I-580 corridor in the Tri-Valley. Rejection and congestion on the 580 will create room for trucks traveling to and from the Port of Oakland, improving our overall economy. Valley Link trains, as you heard earlier, are planned, uh, to be zero emission. We expect the Board to act on that in the coming months, either electric or hydrogen. And as such, zero emission trains will be responsible for eliminating more than 40,000 metric tons of greenhouse gas emissions each year. The Bay Area is experiencing housing crisis that won't go away anytime

soon. Valley Link provides a catalyst for the City of Livermore to develop two TOD developments at stations that are likely to create over 3,500 homes and just over 4,000 homes, the 3,500 at the South Front Station and over 4,000 homes at the Isabel Station. Those homes just won't happen without a rail link. Um, they are built and designed to be essentially rail-centric, and to actually take advantage of a TOD. Um, buses or hitchhiking or any of the other proposals, um, won't ultimately result in those homes being developed in a compact transit-oriented development. In the Plan Bay Area 2050 plan, the Valley Link project was evaluated for cost and benefit to the region and scored, uh, among the highest of the rail projects analyzed. It is among the few transportation projects selected for period one of the plan. Um, the, uh, overall plan, uh, here is to deliver rail transit both within the Tri-Valley and connecting to the surrounding region, um, in a cost-effective manner. Um, essentially more cost-effective with the same level of service that we were getting from, uh, BART. Uh, it is a rail transit project, which is consistent with the overall, uh, intent of the, uh, ballot measure. Um, this not only moves things forward, it moves things forward faster, more efficiently, more effectively, allowing us to

move people and provide more housing within the region as desperately is needed. Thank you very much.

Lee: The next public comment is, um, from Val Menotti. Val, if you wanna go ahead and unmute yourself. Uh, I'm gonna come back to this commenter. I'm gonna, uh, go on to the next one. Uh, Guisselle, uh, Nuñez. Guisselle Nuñez.

Nuñez: Oh, uh, darn.

Lee: We can actually hear you if you --

Nuñez: Okay, okay, good.

Lee: Yes.

Nuñez: Thank you.

Lee: Okay.

Nuñez: Thank you. So thank you so much. You never know. So my name is Guisselle Nuñez. I'm the Director of, uh, Public Relations, Marketing and Government Relations for Chabot-Las Positas Community College District with you here this afternoon, Commissioners, on behalf of our chancellor and our board of trustees to, again, underscore the strong support for the Tri-Valley-San Joaquin Regional Rail Authority, uh, and the amendment for the 2014 measure BB TEP. As many of you know, our, you know, community college district serves approximately 29,000 students and more. Our employees and our students use public transportation to get to

and from their homes to our places of work. Our research shows that our public transportation usage average is about tw- -- 10,000 individual rides per month, and more than 500 of our students take the bus and/or other modes of transportation each business day. Of our total student population, 20 percent take classes at both campuses, at both Hayward and Livermore. Valley Link to Livermore would support and facilitate the needs of student populations from both the Tri-Valley and the 880 and 580 corridors. So with that said, I think it's -- I think it's evident that for us, this is a key project to not only enable our employees to get to and from their homes to our, you know, different places of work, but also to help our students, uh, especially now, uh, which we need to be even more sensitive about equity and access to all of our students that really come from a number of places in the Tri-Valley and Alameda County. So with that said, uh, on behalf of the chancellor and the board -- and our board of trustees, we urge the Commission to consider the approval of Measure BB Transportation Expenditure Plan Amendments for Valley Link. Thank you so much.

Lee: The next public comment is, uh, from Evan Branning.

Branning: Good evening, or good afternoon. Thank you very much

for allowing me to speak. Uh, I wanna thank all of you for considering this amendment. Uh, my name is Evan Branning, and I'm a founder of the Tri-Valley Transit Coalition, formerly the BART to Livermore Coalition, and also a local teacher. There's already been a number of speak, uh, speakers, as well as comments, as well as, um, the public, um -- the public comment period that mentioned all of the reasons why Valley Link is the right project to fulfill the promise that Measure BB made. It is absolutely the way we should go, is with Valley Link, um, and I'm strongly in support of this. But I mainly wanna speak as a teacher. As a teacher, I'm seeing more and more that my coworkers have to move further and further east. It is becoming almost impossible for a new teacher to find housing anywhere in the region. And Valley Link provides both a means of transportation for teachers who are forced to wor- -- to work locally and live outside of the area. Um, many of my coworkers live in the Central Valley. Many others are commuting from the Tri-Valley into the Oakland, uh, San Francisco area. Valley Link will help make their life so much easier by providing them a means of transportation to and from work to provide the education that our students so sorely deserve.

Additionally, because of the transit-oriented development attached to Valley Link, it will provide housing options for teachers to live locally in their communities. Many of our new teachers simply do not make enough to even rent in our -- in our communities. This is an opportunity to provide for them, as well as our first responders, as well as our essential workers. This truly is an excellent project. I am a hundred percent in support of this amendment. I thank you for taking it up, and, uh, I thank you for taking the time of making such a wonderful project.

Lee: Your next public comment is by Mark Trista.

Trista: Good morning, or good afternoon. This is Mark Trista, and I'm speaking on behalf of the Tri-Valley Conservancy. I'm on the Board of Directors with the Tri-Valley Conser- -- Conservancy, and I chair the Committee for Land Conservation. The Tri-Valley Conservancy's mission is to protect agriculture, plant and wildlife habitat, and scenic lands, while promoting opportunities for public recreation, agritourism, and wildlife protection. Since our founding 25-plus years ago, we have protected more than 40 -- 4,200 acres of agricultural and open-space land, together with connecting over 50 miles of hiking and walking trails. I'm speaking on behalf of our

board to say that we strongly support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority request to amend the 2014 Measure BB Transportation Expenditure Plan. This action will fulfill the commitment made to the Tri-Valley to advance rail connectivity to Livermore and the Tri-Valley, and support our economy b- -- by providing Bay Area workforce with a chance to have safe and affordable choices about where they can live and work. The quality of life it affords its residents is considered to be a large part of its competitive advantage. The growing congestion and skyrocketing Bay Area housing costs put this all at risk. Valley Link will provide an estimated 33,000 daily rides on the 42-mile seven-station system in 2040. This will result in a -- in the reduction of over 99.4 million vehicle miles traveled, and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gases -- gas emissions per year. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a half mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. In short, it is vital to our environment and the quality of life in

our communities, now even more vital to our economy, given the recovery of the needs we are now facing. Thank you.

Lee: The next public comment is from Dan Leavitt.

Leavitt: Leavitt, thank you.

Lee: Leavitt.

Leavitt: Yes, good afternoon. I'm Dan Leavitt. I represent the San Joaquin Regional Rail Commission. We are the owner-operator of the ACE Rail Service. And as reported by your staff, my agency has submitted letters of support for the approval of this item. I just wanted to highlight a few key points. The Rail Commission is working in partnership with the Tri-Valley-San Joaquin Valley Regional Rail Authority on the Valley Link project. Valley Link and ACE services are complementary services and are not in competition with each other. Our primary ACE services are serving Bay Area workers going to the South Bay, whereas Valley Link's primary markets connect Bay Area workers and residents to Oakland and San Francisco areas. ACE trains also run on freight rail track, which greatly limits the frequency we can run our ACE trains on. The Rail Commission urges the approval of the Authority's request for the -- for a 2014 Measure BB Transportation Expenditure Plan amendment. This

action will ensure that the Valley Link project moves forward, and supports the Altamont Corridor vision that our two agencies are working jointly to advance. Thank you very much for your time.

Lee: The next public comment is from BART Director McPartland.

McPartland: Thank you very much for, um, can, uh -- can the Board hear me? Commission hear me?

Lee: Yes, we can hear you.

McPartland: Okay. Uh, thank you very much for giving me the opportunity to speak. I am the BART Director for, uh, the Tri-Valley area, and the vast majority of my 130,000 constituents are within that area. And so I speak for, on behalf of them. And, uh, I'm responsible for their safety, welfare, and, uh, transportation. And as such, uh, I fully support, uh, this measure in order to be able to provide the transportation that is needed to reduce the greenhouse gases, uh, relieve the congestion on Highway 580, as well as provide to the, uh, housing, affordable housing for the population that will also end up, uh, being able to reduce the traffic that we have on that 580 corridor. Thank you, that's all I have.

Lee: The next public comment is, um, a phone number ending in 1600. Can you please make sure to state your name

and organization for the record? Uh, phone number ending in 1600. I'm gonna go ahead and go to the next comment. Uh, Steve Dunbar.

Dunbar: Hello, can you hear me?

Lee: Yes, we can hear you.

Dunbar: Great. Hello, committee members. Uh, I wear a number of hats these days, but I'm speaking solely for myself here as a resident of Livermore. I am asking for your support for Valley Link. I do this knowing the considerable discussion that has gone on around equity. I do this as someone who loves and actively works on transit buses. The staff report lays out the facts, but I focus here on my personal experience. I have personally seen the dedication Mr. Tree and the LAVTA team, Valley Link team have in providing the best possible project, having collaborated with him on a biweekly basis for the last few months on both the existing system and the future Valley Link project. Livermore staff has continued to improve the Isabel neighborhood plan in response to the feedback of the community with high quality transit-oriented development, not merely transit adjacent. They've already started to work on development agreement of the prime parcel and committed to protected bike lanes, better bu- -- bus access and bus signal

priority, and making sure a high amount of affordable housing comes from the value capture on that investment. Livermore has a significant low income population, and these communities tend to live in areas that will be accessible to both the pl- - -both planned Livermore stations without being under directive redevelopment pressure. Yes, we should continue to monitor the station area commitments of the San Joaquin cities as we move forward. Yes, we should make sure our communities understand that this money is being spent within Alameda County. Yes, we should continue to be cautious during and after COVID so that our system is fiscally sustainable. Nothing is perfect, and I will continue to improve this project. But to me, this project clears the cost benefit ratio bar with room to spare and room to continue to improve. It fills the Measure BB requirements and is a worthy project. I ask you for your support. Thank you.

Lee: The next public comment is phone number ending in 7965. Uh, please state your -- your name and organization for the record.

Jennifer: Hi, my name's Jennifer and I'm a Livermore resident. I've lived in Livermore since 2004 and would like the 400 million in tax dollars collected for BART to build

rail to Livermore be passed to a project that will alleviate traffic on our freeways. The Valley Link Rail project will provide a good alternative for commuters who currently use I-580 and will also assist in slowing air pollution. I feel it's very important to provide a transit link between BART and ACE, and I support the Valley Link project a hundred percent, and encourage you to approve the transfer of these Measure BB funds to the Valley Link project. Thank you for your time.

Lee: The next public comment is, uh, from Linda Smith.

Smith: Uh, g- -- good morning, this is Linda Smith, city manager of the City of Dublin. I'm calling in to just, uh, reiterate the City of Dublin's support for the staff recommendation. Valley Link, as you know, will have many benefits to Alameda County, including c- -- removing congestion on 580. Valley Link, uh, will help people who live in their communities, and freight movement in Alameda County will also see an increase over the next, uh, 20 plus years. About 58 percent increase, uh, on I-580 and Valley Link will help to reduce that conjection (sic) and create rooms for trucks traveling to and from the Port of Oakland. It's ironic to me that I'm bringing forward the city's climate action plan to the city council on Tuesday

night. Um, Valley Link trains will -- are planned to be zero emission trains and that's huge benefit to this region, and eliminating more than 40,000 metric tons of greenhouse gases emissions per year. It also will go a long way in assisting with our housing crisis. As you know, the Bay Area is experiencing, um, one of the most severe housing crisis across the country. Valley Link will be a catalyst for the City of Livermore, my -- my partners next door, to develop two TOD developments that will create up to 4,000 housing units within a half mile of this new station. It will further reduce greenhouse gas emissions to have this in place, and provide more variety of housing availability in the Bay Area for essential workers and those that can continue to live in Alameda County and have access to quality public transportation. And I think it goes without saying, but I will say it, that this pl- -- Valley Link project was evaluated for cost benefits to the region and scored amongst the highest of the real projects analyzed, and it was one of the few transportation projects that was selected for period one of the plan Bay Area 2050. I urge the Committee to support the staff recommendation. Thank you.

Lee: The next public comment is by John Belperio.

Belperio: Hi, can you hear me?
Lee: Yes, we can hear you.
Belperio: Hi, everybody. Uh, thank you for letting me speak. My name is John Belperio and I'm wearing two hats today. Um, I'm representing the Northern California Carpenters Regional Council on one hand, and then, um, I'm an executive board member to the Alameda County Building and Construction Trades Council. Um, we support, uh, taking the measure BB transportation TEP and moving it to the, uh, Valley Link project. Um, our members came out and we supported Measure BB. Uh, we precinct walked, we got the vote out, we phone banked. Um, a- -- and in hopes that one day those funds would be used on a project just like this. Something that's going to bring quality of life to, uh, not only our members, but all the folks that have been displaced over the last decade or two from the Bay Area. Um, it's no secret that housing is next to impossible to find in the Bay Area. It's expensive. People keep moving out towards the Valley. And those commute times are only getting longer and longer. Um you know, so there's -- there's a lack of quality of life for folks who've had to move out to the Valley and commute to the Bay Area every day. Um, you know, I -- I don't need to -- I don't need to even comment

on -- on, uh -- o- -- on how important it is to the environment. We see all the wildfires right now. We see what global warming is doing, what climate change is doing. A- -- and a project like this can, you know, help us do our part to try to limit that. Right now we have smoke in the sky, but what's it gonna look like in 20 years if we don't, um, get rid of all this exhaust? A- -- and this is a step in the right direction in doing that. Um, so again, the Northern California Carpenters a- -- and the Alameda County Building and Construction Trades fully support this. And we would ask all of you commissioners to support it as well. Um, it -- it's long overdue, this project. If built 20 years ago, it would have been half the cost. We can't afford to kick the can down the road any longer. We have to build this now, because if we wait another 10 years, it's gonna be even more to build. And the longer we wait, the more expensive a- -- and the less chance that it's even gonna get built. So please, let's do the right thing today. Let's move that money over to Valley Link. Let's get this built. Thank you.

Lee: The next comment in the queue is, uh, someone named M. Santa Cruz. Can you please state your name and organization for the record?

Cruz: Uh good afternoon. Can you hear me?

Lee: Yes, we can hear you.

Cruz: My name is Mario Santa Cruz. Um, I'm a field representative with Millwrights Local 102, which we are part of the Carpenter Union. Um, I don't live in Livermore. I do live in Stockton, but my office is here in Livermore. So I commute every day to Livermore. Um, I go to lunch here in Livermore. I spend my money in Livermore. I do my purchase in Livermore, uh, Christmas, year round. And not only that, my daughter is a college student in Livermore and she commutes here and she works in Livermore. Um, she's 22 years old. I got a son that this year, he's 18. He joined the apprenticeship and he works in the Bay Area. So his commute, he has to live home at 3:30 in the morning because of th- -- th- -- the commute through the Altamont. So this is, you know, as a family member, I see an advantage for me, my kids, and everybody around me. I represent over 30,000 members in Northern California. And a lot of those members, they do the commute through -- throughout th- -- the Valley a- -- and the Altamont. So th- -- the benefit for this is -- is amazing. It's gonna be amazing. I'm in support of the Tri, uh, Valley -- Valley Link. Just 'cause, um, you're gonna be able to spend more

time -- time with your family, have a better quality life, and you're gonna remove, uh, th- -- the pollution in a great, great, um, amount. So I'm in support of the Valley Link. Thank you for your time. I appreciate it.

Lee: The next public comment is from, uh, we're going back to Val Menotti from BART. Val, you're gonna need to, um, unmute yourself. Uh, I'm gonna go to the next public comment in line. It's a phone number ending in 6510. Uh, can you please state your name for the record?

Regina: Hi, my name is Regina. I live in Livermore, and my husband and I have been paying taxes to support -- support getting commuter rail into our city. We support the Valley Link project, and we're very anxious to see this get off the ground. Please vote yes so that we can benefit this before we retire. Thank you for your time.

Lee: The next public comment is from Pat Piras.

Piras: Trying to -- okay.

Lee: Uh, yes, we can hear you, Pat.

Piras: Okay. Thanks, sorry. Um, Pat Piras (inaudible - 02:23:43) Club.

Lee: Pat, we're having a really -- Pat, I'm gonna interrupt you. We're having a really hard time, uh, hearing

you. Uh, you may wanna speak really slowly. I'm gonna -- I'm gonna start you over, just 'cause we -- we missed all that beginning portion of your comment.

Piras: Okay. Can you hear me okay now?

Lee: Yes, but you may wanna speak really slowly. It's --

Piras: It's not in (inaudible - 02:24:19). Um, and if I speak slowly, I say less, so that's a good point. Pat Piras, on behalf of the Sierra Club.

Lee: Pat, I'm gonna have to interrupt you. We cannot, uh, you're getting really bad feedback. If you -- if you would like to --

Piras: Okay.

Lee: -- you can email me your comment, uh, Pat, and I can read it for the record.

Piras: How about I'll call in on -- on the phones, 'cause I think that --

Lee: Okay.

Piras: -- would be better.

Lee: Okay. Okay.

Piras: Okay, I'll be back.

Lee: I'm gonna go to the next public comment. Um, Martin Espinoza, Jr.

Espinoza: Uh, good afternoon, members of the Commission. Uh, my name is Martin Espinoza. I'm a pallet driver. I'm a field representative for the pallet drivers. Our

office is out in Oakland, California. Um, I am one of those commuters, one of those thousands of commuters that commute over the Altamont every day. I live out in Manteca, California. Um, I wake up every morning at 3:00 a.m. just to make it over the Altamont into the Bay Area on time for work. I do that commute minimum five days a week. Uh, so th- -- this project really hits home to me, especially having two -- two young children at the house with my wife and, uh, what that means, uh, to us as far as quality of life. Um, typically, when I clock out of work at 5:00 p.m., I'm looking at a two and a half hour commute just to get home. Now, think in mind, that's only a 60-mile drive for me, which turns into two and a half hours. That's -- that's without a bad major accident. Um, so definitely, just the toll of all these drivers that go over the Altamont, it's gonna -- it's gonna truly help out in a -- in a great way. I've been doing this commute for over 10 years now, and the Valley Link project is just what we need for the future of our residents and our commuters. Uh, with traffic becoming more congested every year, um, Valley Link will be exactly what we need moving forward, not only to mention how many more jobs this pro- -- this project will generate that pay great wages and

benefits. I see this a lot right now on the high-speed rail out in Fresno, uh, putting a -- a ton of residents that live in the area to work, and they're gonna be working on that project for the foreseeable future. So that's also a great thing to look at, not to mention, um, how much we're gonna cut down on the pollution in the area. I urge the Commission to highly consider, uh, the staff's recommendations in approving and helping fund this project. Um, I only see great things moving forward into the Tri-Valley, and, uh, hopefully we can get this project started, and we can stay -- we can start taking advantage of it. Thank you.

Lee: The next public comment we have in the queue is, uh, from a member with the name Valley Link Rail. Can you please state your name and actual organization for the record?

Candace: My name is Candace (ph). Um, I'm a resident of Alameda County, and I'm a huge advocate for public transit. Um, any project that will ease my commute to and from work, you know, um, it'll improve the quality of life, um, the air quality. I voted yes to pay more taxes so that I could see that happen, and the Valley Link project is trying to do that now. Um, I just urge you all to vote yes today on this amendment.

Thank you for your time.

Lee: The next public comment in the queue, uh, again is Val Menotti from BART. Val Menotti from BART. I'm gonna go ahead, uh, and go to the next public comment. It's a phone number ending in 7107. If you can go ahead and unmute yourself.

Male: So maybe Val doesn't know to hit star 9, or is it that, how do you unmute yourself on a phone?

Lee: Uh, well, we do have a caller from 7107 that looks like they're unmuted right now.

Piras: Okay, do you want me to try? This -- this is Pat Piras from the Sierra Club.

Lee: Okay, great. We --

Piras: Is this a better connection?

Lee: Yes, we can hear you, Pat.

Piras: All right, thank you. Um, you do have the Sierra Club comments in your packet, and I'm here to just reinforce them. Um, I think there should be a correction to the statements that have been made that, quote, "MTC has already included this project in Plan Bay Area." That's not quite accurate. Uh, the project has been moved into, well, it has always been in the blueprint, which will be evaluated as Plan Bay Area, uh, as the process proceeds. And it was moved into the first tranche, um, after, um, some

questionable financing assumptions that have not yet been approved by the Air Resources Board. So please take that comment with a pound of salt. Um, there are also major issues as to how this will affect inter-regional commutes as discouraged by SB 375. Uh, and, um, the building -- the settlement agreement between MTC and ABAG and the Building Industry Association needs to be carefully taken into account. But I want to really reinforce the comments in the Sierra Club letter that it's premature to act on this request at this time. Yes, it was requested, uh, over approximately two years ago, but there were problems that needed to be worked out before it was even brought to the Commission. Uh, th- -- the material you got today al- -- already gives multiple reasons to delay this action. The San Joaquin County won't vote on their tax measure until 2022. Why not wait and see if -- if our money is an incentive for them or not? The so-called BART MOU has not yet been agreed to. Let's see what that says and how it -- it -- it will potentially affect riders going to Hayward and Oakland and Berkeley. Um, further, the Commission itself doesn't have credible, uh, information regarding the sales tax availability. Sorry, that's a different -- different meeting. Um, so, um, the mater- -- you

know, comment 36 specifically says the response, AC- -
- ACTC has not developed a five-year sales tax revenue
projection given the large uncertainties about the
recession and lack of sales tax data. So please delay
this action. Thank you very much.

Lee: It looks like that is the last of the public comment.
I just wanna note for, uh, those callers who attempted
to call in and weren't able to, uh, use your sound or
audio, you can, uh, call into the meeting using the
phone number or you can send an email, uh, to me at V
Lee at alamedactc.org if you'd like your comment to be
submitted for the record. And it looks like we have
one more hand raised, um, as I say that. Uh, phone
number ending in 6235. Phone number ending in 6235.
Uh, we're -- we're -- we're not --

Menotti: Uh --

Lee: There we go.

Menotti: -- hi, this is, uh -- hi, Val Menotti, Chief Planning
and Development Officer at BART. Sorry for the
technical challenges here. Uh, in your package, you
have a letter from BART General Manager Bob Powers.
It's important to note that these are BART staff
comments, as the full board has not taken a formal
position. But BART staff supports the proposed
amendment, which will acknowledge Tri-Valley Regional

Rail Authority and Valley Link as eligible recipients for the $400 million from the BART to Livermore category. Uh, BART is working in partnership with Valley Link team now. Um, I would note it's essential that we consider the customer experience as the project is developed, as most of the new travelers will be transferring from the Valley Link line to BART to get to their final destination. To create a safe, seamless, and comfortable travel experience, it will be important that the project invest in creating an elegant transfer at the Dublin-Pleasanton station, as well as ensuring that normally crowded BART can accommodate these new travelers in Alameda County. We intend to continue to partner with Valley Link to ensure a successful project. And we'll be working with Michael Tree on an MOU to address capacity needs, funding, and other matters. Thank you for your time.

Lee: Uh, that caller concludes our public comment. I just wanna note for the benefit of the Commission and the -- those on the call that we also received a public comment letter from MTC this morning, which was mailed out to the committee members and is also posted on the Alameda CTC website. Uh, so with that, we do not have any more public comment. Uh, you do have one hand raised.

Ortiz: Yes, thank you, Vanessa. I will call Commissioner Bauters, since you have your hand raised at this moment. Go ahead.

Bauters: Thank you, Madam Chair and, uh, staff. This is a, um, this is a super important item. We're amending a voter initiative. Um, I think we all understand the importance of doing this, uh, correctly. And, um, I really wanna thank the staff and Chair Cutter in particular for the time we have spent over the last three months, um, in extremely deep conversation about this. Um, and I'm gonna do something I only did once back when I was the PPLC chair, and I'm gonna ask my commissioners to indulge me and allow me to lead with some, um, perhaps extended remarks. Because I think the important thing for us to do, um, having spent probably close to 100 hours as I have, um, with the Chair's support, diving into the details on these comment letters and working with staff, um, to ensure that we have full and complete answers and we can have a discourse that reflects the landscape. Um, I really appreciate all the support letters that came in and all the commenters today. But I really wanna turn my comments attention, um, to the questions and comments that were raised by the Sierra Club and Bike East Bay. Um, those are important stakeholders to myself as a

commissioner and I know to many of you as well. And, um, I wanna kind of just take a few minutes to go over some of the things that were raised in those letters. Um, I think Carolyn did a fantastic job with the portion of the presentation summarizing this. And this is not intended to, um, in any way try to supplant her presentation, but to just, it's so much in such a quick presentation, I wanna kind of just go through some of it in a little more detail if I could. So there -- there were eight things that were raised in comments that I think that we need to put our attention on I wanna give some brief comment too. Um, the first was questioning the period of length that we had for the notice, um, for the public process. And I think the staff have adequately described the fact that the 45-day period, um, we -- we had out there is something that the voters approved. Um, that notice actually goes to jurisdictions under the measure. It's not like an EIR. I think there is some misunderstanding, um, from the public about what this process is. This is not like a draft EIR process. Um, so member jurisdictions get to provide comment. And the ACTC, um, board and our agency, we have no say as to how agencies engage in that. So every city and every, uh, transit agency involved had their own

process for doing that. Um, but nevertheless, the Commission still directed staff to receive the comments from the public, um, to respond to the comments from the public. The staff presentation was responsive to the comments from the public. And we actually have been receiving and answering them, um, past the deadline that was set for those 45 days. Um, and we've been having those discussions here at the PPLC, and we'll have that discussion later this month at the commission meeting as well. Um, I would also just further note that, um, if this amendment is approved, the independent watchdog committee will review this project annually. Um, and so it will become part of the annual discussion. And, um, Pat, I know you're still listening. Pat is our -- one of our representatives on that committee. So there will be an opportunity to keep an eye on how this project progresses. Um, and so I just would say that the process, I think, has really, um, been diligently adhered to. Um, I know that there's always ways to improve process, but I -- I was one who's got a keen eye for that for the public, and is always looking for public to speak first. Um, really think the staff did a fantastic job with that. The second question that was raised was about the impact on DLD funding, and

whether or not, um, transit agencies elsewhere in our jurisdiction would have a loss of DLD funding because of competition for operating funds by Valley Link as a new agency. Um, that won't happen because, uh, Valley Link didn't s- -- seek an amendment to do that. The transportation amendment, or the transportation expenditure plan actually spells out our formulas for -- for DLD funding, and that hasn't been altered. Valley Link isn't inserted in that formula, and there will be no, um, allocations for ongoing DLD expenditures that would undermine BART or AC transit. Um, there would have to be a separate application for an amendment to do that. So those funds are protected. Um, the third thing was, um, the talk about why is there a rush, this is premature, um, and waiting for the EIR to be completed. I think it's important to kind of look at what kind of precedent we would set if we did this. Um, each project has seven years from the first year of revenue to both get environmental clearance and have a full funding plan. And under the way that's defined in our transportation expenditure plan, that date is December 31st, 2022. Now there are 22 projects under Measure BB, okay? And to this date, five -- five plus years into the plan, seven of them still do not have an environmental

document completed. In fact, when we began Measure BB, um, only three of them had an environmental document that was completed, and that was because that expenditure was part of a preexisting project. For example, um, the Warm Springs project included an EIR for Irvington. So th- -- there was only a couple of projects that had that. And so to require, um -- to require Valley Link to somehow have completed an EIR, um, before it's eligible for an amendment into the expenditure plan would be putting Valley Link, um, subjecting it to a standard that we didn't subject any other project to. Um, and it actually would create a potential problem for us in the future. Because as of December 31st of 2022, the rules say that if you haven't completed your environmental document, or you don't have a full funding plan, you can come to the commission and ask for a one-year extension. There is a possibility that projects in our cities are going to need to have a one-year extension. We haven't had that discussion because we haven't reached that point yet, but that's a possibility. And if we're not willing to let the Valley Link project in, which is undergoing an EIR right now, but if we're not willing to let that in, what is gonna be the basis we're gonna have for giving our own projects extensions in the

future when they will have had seven years to do it? So I think we have to be really careful about the precedent we set and the arguments we could create against other projects in the plan if we create a, um -- a premature requirement of Valley Link that isn't actually part of the expenditure plan. So I just caution about the precedent. The fourth item is about the $400 million in sales tax revenue. Um, and I really appreciate the, um, attention to the sales tax discussion. And as the budget chair in my city, I have a city that makes a third of its revenue off of sales tax, I have spent an inordinate amount of time reviewing sales tax and the trends. Um, and I think it's really important to note the history of sales tax, both for this -- for this agency, but then also how it plays out in the TEP. So first of all, as staff kind of went over, and I'm not gonna go through all the statistics, every one of the prior measures has seen a recession at some point. So the 86 measure had one in 19 ei- -- uh '92, and then it rolled into one in 2002. The 2000 expenditure started with one and had one when we had the great recession. And we're experiencing one now for the first time with Measure BB. We have budgeted conservatively for year over year increases in sales tax revenue. And despite

all of those recessions, we have always come out ahead of what was the anticipated revenue. Even in light of the potential COVID, um, pandemic being ongoing, um, the staff's, uh, calculations and estimations for sales tax were so conservative that we're still exceeding them. And we anticipate that we'll continue to exceed them. And in my own city, I can't speak for others, we have been exceeding what we thought COVID would do to our sales tax revenue. It is actually a pretty resilient, um, source of money if you budget conservatively around the revenue stream. And so th- -- that I don't actually think is a problem. But the other thing that's actually more important is the concern about, well, why would we spend $400 million on a project, um, you know, a- -- and approve this, uh, without, you know, knowing if we'll have 400 million? The 400 million doesn't cover the cost of the project. The $400 million covers the money that we put in as leverage to pull down all those federal and state and other grants that make the project possible. So the staff have been very aggressive in getting grants that match these types of funds. And the 400 million isn't intended to cover the whole thing. So even if it was to fall short in a hypothetical situation, it's still used as a match

drawdown to help finance the full project, which is why th- -- th- -- the concern, I think, while legitimate, doesn't reflect the reality as to how the sales tax measure will pay out. Um, the other thing I would say about this is that Valley Link's project funding is for construction. And that's a really important thing because it doesn't touch the environmental document review. It doesn't touch, um, the design completion and process that leads up to construction. It's for construction. So this money doesn't go out the door until those other -- those other things have been funded and regional and state entities put money and skin in the game. And that leads me to th- -- the next item, which is, um -- which is about, well, actually, I'm gonna come back to it in just a second. I wanna talk to you about wh- -- what I think still needs to be addressed. Um, but then there was a question about dedicating money to East County in the letter and whether or not it could be guaranteed for real. Um, it says transit is an acceptable use. And I think it's important to note that BART went through an EIR for this project. Um, BART considered alternatives. Those alternatives included, uh, bus and other things. And there was mixed results about the GHG and ridership values of

bus and rail. And in the end, they voted both not to do the project and they voted against the preferred alternative. And the reality is that state legislation was passed with AB 758 that basically made Valley Link the successor to continue the project. And Valley Link is doing that. So the -- the argument that we should be spending it on something else in the BART system, um, we don't actually get to address that because Valley Link is legally the next entity in line to be able to ask for this. I think it is important to also note though that some of th- -- the ideas that the Sierra Club put forward about fare gates and other things that would materially enhance and improve the system, BART actually has $90 million in Measure BB for capital enhancements and improvements. BART has never submitted a full funding plan or done an EIR for that $90 million. So BART has the ability to do things already with $90 million. And in addition to this, part of the project proposal that has to come out of the EIR and the development of Valley Link requires system integration. And so when Valley Link links up to BART, they actually have to do that MOU with BART to decide how they're going to link the two transit agencies at the station, which could include fair gates and other things that would make those

enhancements as part of this project anyway. So that gets me to the last two things that are on the list. Um, well, actually there's one more, sorry. There's the question about SB 375 in Plan Bay Area. It's a really important question. Uh, but the reality is that the Regional Transportation and Sustainable Communities Plan that was adopted by the state, that applies to MTC. I agree with Pat that, um, MTC hasn't formally approved Plan Bay Area 2050. And you could make an argument that it would be premature to approve this today in the absence of that. But the reality is that the San Joaquin COG has approved it, um, and that MTC's draft as to what would happen with Plan Bay Area 2050 recognizes that it's compliant with the guidelines and its goals for inter-regional mo- -- modality. So assuming that, you know, MTC doesn't completely change its mind, the reality is we'll have two neighboring COGs that both agree this is a priority investment and a priority regional transportation solution. That leaves two things in the -- in the letters that I think are worth noting that I do have a concern with. And those two things are what is the matching commitment from San Joaquin County, which is something I've discussed repeatedly as needing to be skin in the game, so to speak. And

the other is the language that we have before us today for the amendment, which has, um, what I think is a opaque, um, term called the initial operating segment. And I think the two things can be resolved together. And so I'm gonna actually ask with permission from the chair, if I could briefly share my screen. And do I have screen sharing potential now?

Lee: Uh, no, let me --

Ortiz: Yeah, sorry, I was mute. Go ahead.

Lee: Uh, can you go ahead and give it a try now, Commissioner Bauters and see if you're able to?

Bauters: Okay, I'm trying, here we go. Yep, so I -- I am proposing the following and I'll explain why. I'm proposing a clarification to the amendment. So not a new amendment, but just to clarify it. So we want us to have San Joaquin County put some skin in the game and have funding. And I think that the definition of, the lack of a definition for in- -- initial operating segment, I think Sierra Club is correct that that leaves open to chance how is this going to be defined in the future? The $400 million that we would be committing from our expenditure plan can't be spent out of Alameda County. It can only be spent on construction, which means the other funding has to come first, but it doesn't actually, you could in

theory build a project just to Greenville Road. Um, and I think, you know, the Chair and I had a lot of discussion about this and how do we ensure that San Joaquin County is a partner? Um, and I heard Pat say, for example, that, "Well, why don't we wait to see if they do a ballot measure?" And I think that inserting the following language, which I've highlighted in yellow is clarifying language, which defines the operating segment as at a minimum going to Mountain House, does -- accomplishes a couple of things. First of all, it guarantees that construction doesn't begin until the project goes all the way from Dublin to Mountain House. And in that circumstance, that means that San Joaquin County will necessarily have to pay for their portion of the rail. Um, additionally, on top of that, because there's that seven year requirement that all projects in our TEP have to have both a, um, full environmental clearance and they have to be fully funded -- have to have a full funding plan, this means that within seven years, San Joaquin County will have to have come up with how they're going to pay for this. But I also think it improves efficiencies. Because as was noted by the Valley Link presentation today, I thought it was helpful, um, we would have to build a temporary station to house a

rail yard somewhere in East County if we were going to do this. And Tracy and San Joaquin County have already identified and offered over 20 acres of land to do that. And so by getting us to Mountain House, we are nec- -- necessarily not having to duplicate the need for creating a new, um, rail station or rail yard. And we can use that as part of the initial operating segment, um, a- -- and how that is the first go round. So we'll -- we'll both have a guarantee that, um, San Joaquin County has to put skin in the game because this project couldn't get off the ground without them working on it. We are committing our partnership to this being a real, um -- a real inter-regional project and it eliminates the sentiment of tribalism. Like we can't, we -- our money is here and your money is there. This would be a real regional partnership that we would have. Um, but it would also alleviate the concern about ambiguity as to what is defined as this. And I would just note that as was presented today, the Mountain House station is identified in the EIR as one of the places they did statistics for. And it's the one that yields the highest GHG reduction and the highest ridership. So for those reasons, um, I -- I wanted to really take a moment because I think the public's comments about

this are really important to discuss, to have a real thorough discussion of. Carolyn did a great job, but I understand the pressure to present. I really am grateful to the Committee Chair for affording me the time to go through this, 'cause I think this is a super important thing when we have voter confidence. Um, and my request today, if the rest of the Committee's discussion, um, yields this, is that if we do move forward, I would ask that the clarifying language here be included in our motion today, because I think that is what presents the best project going forward. Thank you, Madam Chair.

Ortiz: Thank you. I think the next one is Commissioner Pilch. We cannot hear you.

Pilch: Uh, can you hear me now?

Ortiz: Yep.

Pilch: Had the old double mute. Um, thank you, uh, to staff for a, uh, robust, uh, presentation and, uh, a list of materials. Um, I think you did an excellent job of -- of collating that and -- and stepping up to, uh, collate not only the materials from the jurisdiction, but all public comments. And I think that was the right thing to do in any case. Um, I'm, um -- I'm -- I'm gonna take some time as well because I think this item th- -- uh, should take, uh, requires robust, uh -

-- robust discussion, uh on -- on both sides. Um, and I'm hearing a lot of cheerleading from one side. So I'm gonna, uh, take, de- -- be a devil's advocate and, uh, bring up some concerns that I previously brought up and expand on them. Um, so number one, this, I want, uh, I -- I -- and I thank staff also for answering my questions previously over email. Uh, and from what I understand, uh, once we vote on this or once the Commission makes the final vote on this, uh, this change is permanent until the project is deemed to be essentially dead. So, uh, once we vote, uh, to allocate the 400 million, it will be, it will -- that will be a permanent, uh, uh -- permanent thing. So th- -- the Committee a- -- and the Su- -- the Subcommittee and the Commission should know that. Um, I'm a huge fan of rail infrastructure. I think that, uh, a- -- and the fact that this one is going to be a zero emission is great. Um, so I -- I'm -- I'm not opposed to that. But, um, I am c- -- I do continue to be concerned that this does seem to be, uh, a way, and -- and it's even in the, um, executive director's presentation, a way to, uh, facilitate mega comm- -- mega commutes. Um, and although we might be impacted by mega commutes and we might have impacted roads because of that, um, I'm worried about the incentives,

uh, that this creates to enable mega commutes and to de-incentivize the housing production where we need it. Uh, this is -- I think this is a land use question, and, uh, we should not send the wrong signal that, uh, the areas where people are commuting to, or the cities, the jurisdictions where people are commuting to absolutely do need to step up and produce their housing. Uh, and so that is, uh -- that is one of, that's my -- one of my biggest issues with this is the signal that it sends, especially since it does seem like this is being, uh, fast-tracked somewhat. And let me talk about that in a second. Um, the -- I do, uh, you know, I do share some of the concerns from my, uh, environmental colleagues, not all of them, but some of them. Um, and, um, I do wanna note that BART -- the BART board has not taken a formal position on this, although we've had members of the board and members of staff, uh, comment on this. And I do feel like I don't want to dismiss at all the, uh, concerns and the -- of those who do have these large commutes and feel like the only way that they can afford housing is by living very far away from their jobs. And I think that's a shame. And I think we, as leaders, we need to fix that by building housing and affordable housing in -- in the right places. Um, so,

uh, getting back to, um -- getting back to the, uh, COVID and the current times, um, I am not -- so I'm not as much concerned with the sales tax revenue as I am with the commute patterns having changed dramatically now. Uh, no one has discussed this yet, but we're seeing lots of companies, uh, shut down their offices and not be, uh, housing people in offices and rather, or -- or not -- not, um, sorry, housing is the wrong word. Uh, people are not commuting to their offices. They're working from home and likely some of this change is to be permanent. So the effect on the commute, I think needs to be addressed. Uh, and also because of this -- this effect, which has happened right now during the time of COVID, I'm not sure why we have to -- to vote on this now. I think that more time would be, um -- would be appropriate. Uh, the -- a- -- and, uh, I think I'm gonna end up the last -- my last, uh, comment, which is a question for staff. Uh, staff has answered all my questions except for one. Uh, I understand that the 45-day comment period is, uh, prescribed by law as a minimum. And so my question to staff, which has not been answered is, why did we choose the minimum and not choose a longer period, uh, for public comment? That ends my comment and

question.

Lengyel: Thank you, Commissioner Pilch. We were, uh, following the TEP implementing guidelines for plan amendments, and wanted to provide what, uh, was at the minimum so that we could, uh, make sure that the jurisdictions had the opportunity to comment and, uh, provide comment to the Commission. There, uh, it was before the Commission for that 45-day comment period. And that is what the Commission approved at their May meeting. And therefore we went --

Pilch: I -- I under- --

Lengyel: -- forward with the 45-day comment period.

Pilch: -- I -- I understand the Commission could have, uh, asked for a longer comment period, but I'm asking why the staff chose the 45 days instead of a longer period.

Lengyel: We felt that the 45 days would be adequate for people to have the opportunity to review the materials and provide and submit comments into the Commission.

Pilch: Okay, thank you very much. That concludes my comments and question.

Ortiz: Thank you. Next, uh, Commissioner Cutter, President of the Commission.

Cutter: Uh, thank you for that, uh, President of the Commission. That's a good thing. Um, so first of

all, I just wanted to say, um, in terms of saying that this is a final vote, yes, it is final. But with this very item, we're seeing how we've adjusted from something we had in our TEP, um, being the BART to Livermore and how that wasn't going to be funded, so we've adjusted. So it is final as long as, um, you know, it doesn't, um, it -- it follows all the guidelines. But should something happen, should San Joaquin not pass their bond, um, there's many things that could happen. It's not like this money is lost to us or, you know, forever spent. We have certain requirements that are gonna be int- -- in this, um, vote. And as long as those requirements are met, yes, this money will go to that fund. If they're not met, then this money will return back to us and, um, we'll figure out, you know, what to do with it at that point where I probably won't be on the Commission, but maybe I'll write it in my comments or something if that should ever happen. Um, really, what I wanted to say is the, um, this is something that we're really, um, obviously, it's a very big project. It's something that's a visionary project, not, um, you know, those little exchanges that we do on a freeway or putting a bike lane here or there. It's something that we have to get together and look at a vision. And it's this

vision for what we wanna see, um, with our commutes and so forth going to happen, because, um, these big projects don't come along every day. So with that, it was a very serious problem. I mean, I -- I can't tell you how many hours we've spent in the last 45 days or so just really talking this out and so forth. And I think the clarifying language that is being proposed really gives me the confidence to say that San Joaquin will be in the game. Um, I was very worried that it would be something that we'd have an Alameda County leg. And then if they didn't put a bond measure on or didn't do some kind of other funding that we would be then forever kind of stuck with this short, abbreviated, uh, rail line, which to me, isn't my vision. My vision is to take this all the way out so we can bring people in from the Valley, because that's the reality. Um, if you look at San Leandro, we have -- we're building a 60-unit here and we're building a 200-unit there. But we're not talking about the kind of housing that is really needed, nor, um, is going to alleviate this, um, crisis that we're in, this housing crisis. All of the cities are working together, I believe at this point to bring housing in. But the reality is, there's a lot of housing out in the Valley that needs to come in to, um, the city for the jobs

that are created here. I don't like that, but that's reality. And so I'm trying to figure out how we look at that reality and then go forward. So one of the things that, um, we're talking about is having, um, you know, the -- a lot of people working from home and so forth, and I get it. And so that is something that we're all thinking about. Because just right across the street where my daughter lives, both they are now working from home where before one of them was commuting a lot. So what is that gonna look like? My other worry is as we put something like this in, it's gonna cause the housing in San Joaquin Valley and beyond to get so much more expensive, because now they have a way to come into the Bow- -- you know, to the Bay Area into this higher job market. So, I mean, I really had to balance those things in my head about what is the benefit of this project or not. And with that, by, um, you know, putting this clarifying language in to go all the way to Mountain House, I think that we've kind of bridged that -- that -- the worries that I had about this. A- -- and that's why now I'm in support of it, if we can pass this clarifying language. Um, I'm not so much in support if we can't guarantee it goes to Mountain House. Thank you.

Ortiz: Thank you. Next, Commissioner Ezzy Ashcraft? Unmute yourself. Yeah.

Ezzy Ashcraft: I did. Hi. It takes me a minute. Hi, every- - - hi everyone. Nice to see you. Um, thank you. Um, thank you everyone for your -- your comments and to staff for putting together, um, an excellent report, very, um, thorough. And I also appreciate the comments that I've just heard from my fellow commissioners. I too have some concerns, and, um, emailed with, um, both Tess and -- and Carolyn Clevenger about this. Um, and I've had some -- some of my concerns answered, but others not. So let me just, um, share them. The first does pertain to the draft EIR. I understand the argument that was made that, uh, we could be setting a bad precedent for other projects if we suddenly require that to amend a TEP or to be in a TEP, you must have your environmental report completed. However, the staff report that we are considering, um, today, um, states on page 19 that the draft EIR for the Valley Link project is anticipated to be released in fall 2020. We are sitting here in the middle of September. That sounds awfully close to fall 2020. I didn't ask for a specific date. But I would be interested to know from staff, what exactly do we anticipate the, um -- the,

uh -- the draft EIR being released on this one? Because in this case, it's not just a matter of asking for this project to be swapped into th- -- the TEP. It is -- it would be being substituted because a previous project was found to be undeliverable, infeasible, or unfundable. So wouldn't we want to know, wouldn't we be able to make a more informed decision if we at least saw the, um -- the draft EIR before this vote? 'Cause I -- I did not get an answer to my question, what -- what is the rush? 'Cause I -- I don't see any imminent deadlines or funding, um, streams that would be lost if we put this vote off until, um, fall 2020, whenever that is. So that's something that I, um -- I am concerned with. And, um, I -- I also concur with, um, Commissioner Pilch about the concern for just, um, enabling these longer mega commutes. And, um, it's rather heartbreaking to hear from the teacher from, uh, Livermore, but very eloquently stated, talking about how teachers are commuting in from the Central Valley. But, um, to the extent, and I agree with, um, Chair Cutter that this is a visionary project. Part of our vision needs to be, how do we address these problems? I -- I understand that we are the Alameda County Transportation Commission, not the Housing Commission.

But we all know that there's a strong connection to, um, housing and transportation and the opportunities that we are affording our residents. And we need to especially be mindful of our most vulnerable residents who aren't afforded opportunities because they haven't been able to live closer to the resources that help them, um, and their families, um, advance. And that's schools and work opportunities and grocery stores and recreation and clean air and all those good things. So what I'm wondering, um, and by the way, I wanna thank, um, uh, Vice Chair Bauters. Uh, I thought that was very inspired. You always inspire me, um, with your -- your thoughtful, deep dives into these, uh, projects. I very much, um, endorse th- -- the modifications you suggested to the resolution, Commissioner Bauters. But what I would like to know from staff is what more can we do to address the housing? Because we certainly don't want to be, um, to have as an unintended consequence of this project, this proposal, that we are just, um, facilitating more urban sprawl. We -- we need to add housing and closer in. So, um, those are my -- and then the BART, the other thing, the last thing I would say is notwithstanding the $90 million I'm told that BART has, uh, in the, uh, Measure BB funds, I still don't

want to support one project at the expense of another. And we all know all too well how our transit systems have suffered, um, during this COVID crisis. And there's still, um, well, it's gonna be a while before they're back up and running at full steam. So let's make sure we're not further disadvantaging BART. I understand there's an MOU being worked out. But I -- I would definitely want, um, strong support, to see some strong support for, um, the measures that, uh, the General Manager, Mr. Powers, um, addressed in his letter. And speaking of COVID, uh, 19, I agree with Commissioner Pilch. We all should be mindful that just because, uh, I am hopeful that in the next year, we're gonna see a lot of changes and we'll see some vaccines for COVID-19. It doesn't mean that we turn the clock back to, uh, 2019 and just go back to business as usual. We're already seeing, and, um, you know, around the world in places where the workforce has started to go back in larger numbers, like in Germany, people are not going back 100 percent to working a five-day work week. And so, um, that's the sort of thing that, well, you would expect a -- a draft EIR to be contemplating, although it might've been started, um, even before this was an issue. But, um, I would like to -- to hear, um, when staff

addresses us, um, what concern is being given, uh, to the COVID, the post-COVID, um, landscape. Um, thank you for allowing my comment.

Ortiz: Thank you. Next, Commissioner Halliday.

Halliday: Uh, thank you. Um, and thank, uh, thank you, John, for, uh, Commissioner Bau- -- Bauters for, um, a -- a really excellent summary and going through all that. And, um, I -- I really, uh, I do support this amendment, um, and I think have in the past. Um, uh, and I, did you actually move the item? And no, so is, um, can I -- can I make that motion?

Ortiz: Can -- can we wait as --

Halliday: Oh, okay.

Ortiz: -- until the commissioners finish talking?

Halliday: Okay. Sure, sure. Um, I would also support the language that he added. I think my questions revolve around, um, this, the strict project deadlines, um, paragraph. And I would like to hear further from staff about the short, um, well, I -- we can't have a short full assurance, but that the project is on, um, track to meet those, um -- those requirements. The, uh, and the draft environmental impact report would not be environmental clearance. It would have to be a final approved EIR, right? And --

Ortiz: Yes.

Halliday: -- okay. And then also, um, a full funding plan. So if we a- -- if we adopt, if we do adopt this resolution with Commissioner Bauters', um, proposed language, does that mean that the full, um, plan that we're talking about for this 400,000, uh, $400 million, um, that we're approving now, um, would be for strict, well, obviously it has to be spent in Alameda County. But would a full funding plan for, um, this project to go to Mountain House, then, um, without a full funding plan for the rest of it, would that suffice?

Lengyel: So Commissioner, the, um -- the language specifically says that the project would fund the first phase of the project in Alameda County. And we can only, as you know, fund, um, uh, project construction in Alameda County. And so what they're looking at in terms of the first phase in Alameda County, um, if that amendment is made to Mountain House, it would be for that.

Halliday: Right.

Lengyel: And -- and the cost of that is approximately $2 billion. So again, the sales tax measure is, um, as with all projects, a down payment for, uh -- for the project and is often, and is used and is expected to be used to leverage other funds.

Halliday: Okay, thank you. And that -- that does answer my questions. And I -- I think, uh, we know COVID is impacting commutes. But there are a lot of reasons for people to wanna move around the Bay Area. And we want them in the future to feel that they can move around the Bay Area, um, you know, without adding to greenhouse gas emissions or getting into a crowded freeway situation or making the commute, the -- the freeways worse. And I -- I fully support, um, connectivity by rail. I think our Commission supports it. And so anyway, I'm -- I plan to support a motion once one is made. Thank you.

Ortiz: Thank you.

Ezzy Ashcraft: Ms. Lengyel, could -- could you please go back and answer my question about when we can anticipate that the draft EIR will be released?

Lengyel: Yeah, Commissioner, um, Madam Chair, is it okay if I go ahead and answer all of Commissioner Ezzy Ashcraft's comments? I know you were trying to hear from all of the commissioners. What is your preference?

Ortiz: Um, I think that we should listen to all of them. And before I speak, please answer to Commissioner Ezzy Ashcraft.

Lengyel: Okay.

Ortiz: The next one on the list is Commissioner Haggerty.

Haggerty: Thank you, Madam Chair. I appreciate the opportunity to speak on this item. First of all, I wanna thank, uh, Commissioner Bauters, Vice Chair Bauters. Um, uh, it's always a pleasure to work with him. He always seems to be the adult in the room, the one that really studies and understands things. And, uh, I just, I can't appreciate this man enough. Um, having said that, first of all, let me -- let me get rid of the elephant in the room. Um, I -- I support the amendment. I think it's a better project. Um, I think, I'm, you know, I am not worried about San Joaquin P- -- County putting in skin in the game. Um, I know they're going to. Um, and so I -- I think that for us, uh, to say that we go to, uh, Mountain House is appropriate. Um, as Chair Bauters -- Vice Chair Bauters pointed out, um, the -- saves us, saves the project about $100 million in building a temporary facility. You know, when -- when you do these plans, and I also wanna thank Commissioner Halliday too. Um, again, looking at the region, 'cause I -- I can tell you there's many times I've sat here, countless times, probably more than two-thirds of the times I've sat here and voted for regional -- regional improvements, uh, up in the North County. Um, and, uh, you know,

you have to look at the entire region. And as Chair of MTC, I look at the entire region when I vote. Um, you know, I -- I think when you plan for these projects, you -- you -- you're planning for the future, um, and you're planning for what may come. Could you imagine if the planning wasn't done for BART in the fifties and we had 475,000 cars on the road pre-COVID? Sorry, we all have to say that. But by the time this project is on -- on the ground, COVID is not gonna affect it. We'll be back to 93 people -- 93,000 people coming over the Altamont. We'll be tripling the truck traffic over the Altamont. There's gonna be, uh, just so we understand, traffic is back here. It took me 50 minutes --

Female: It's true.

Haggerty: -- to get from Santa Rita to Greenville last Thursday night. Fifty minutes, Santa Rita, Pleasanton to Livermore. So it's already back. It's back because these are your laborers. These aren't people that work in office that can Zoom calls all day. You look at the, I -- I look at them every day. I'm sitting next to them. They're wearing orange vests. They've been up in our communities working hard, trying to build the housing, trying to build the office, trying to build our roads, trying to build transit. And then

they go home to San Joaquin County. They're your teachers, as you've heard. These aren't executives, okay? Although a lot of executives live out there because it's a nice place to live and that's why people live there. You know, we talk a lot about, um, a little bit, well, let me -- let me make this other point. So what I just said, the future is now. We're already late. We're already behind the eight ball and we really need to catch up. And that's what we're trying to do right now. We talk about this MOU with BART. I have no problem with BART. If we have to make station improvements, then so be it. I mean, that's -- that's just smart. But we're also, BART has, and we saw it the other day, BART has the capacity on their current trains that are running to accept the commuters that are coming in on Valley Link and transferring over to the BART train. They already have the capacity. That's capacity. They're running empty. So we're actually bringing them customers that will be paying to ride into their system. Um, but when we talk about this MOU, let's not forget that since the 1960s, Livermore has paid almost $400 million into the BART system. So it's not like we're a bunch of freeloaders here. We've been paying our taxes and we're coming forward now to try to build a

system that will work. Um, you know, there's -- there's many things that I think were addressed, but, um, I don't think we should wait. I think to continue to wait will put this project at a disadvantage. Um, I think that right now, MTC has this. I mean, Therese McMillan sent in a letter of support this morning talking about that this is a project that is gonna help us attain our greenhouse gas projects. And in fact, one of the highest scoring price -- scoring pri-- -- programs in Plan Bay Area 2050, one of the highest. It went through committee the other day, came out unanimous. So, and then we'll vote on it again, uh, later on this month. Um, we understand that as a region, this is important. We also understand that having housing was important. So one of the first things we did, oh, maybe a little bit more than a year ago, we adopted a program that is similar to A, uh, MTC's transit-oriented development, uh, station policy. And this was big for San Joaquin County, to be very honest with you, to talk about high density housing around transit lines. And they approved it. They now have to build high -- high density, uh, uh, housing around their transit stations if they want one. And in fact, some of the developers that are in that area are already responding and changing the way

they're thinking. So we understand about the high density housing. But I do find it a bit comical that the areas in which are building the housing, Dublin, Livermore, Tracy, we're saying, we're afraid they're gonna build housing. People, they're already doing it for you. Th- -- you're not building housing in your communities. You know? We're -- we're building it. Don't be afraid of whether or not the housing, that's just a rouge (sic). That's just trying to find a no. It doesn't make any sense at all. These people are already building the housing. So I -- I wanna thank those of the commissioners that are in support of this project. Um, I know there has been a lot of threats. And I know that there's been a lot of going back and forth. But quite frankly, um, I appreciate the fact that you will allow us to do what the voters voted on here. And that was to approve rail in the 580 corridor. This is what the voters, this is -- this is why they voted for it. And I think we have to honor that commitment. 'Cause if we don't honor that commitment, then I think we have to look at Measure BB in its totality and say, is it really working for the voters here? So, I think, um, I know Rebecca Kaplan often refers to us as the least dysfunctional agency in Alameda County. And I agree with that. At times

I've been chair of this organization. I've been very, very proud of it. And -- and unless you've been the chair, you -- I -- I think when you become the chair, you beca- -- you be- -- you -- you kind of love the agency just a little bit more. But let's not start following into, um, uh, dysfunction now. We can deliver a project that the region, the region, the nine Bay Area counties has voted and said, this is a good project. And we have been given the ability to go to the state and federal funding and to be able to fund this project. And I'm gonna guarantee you, there is no project in our TEP that has $700 million already assigned to it. So we're doing our job. And again, thank you for the commissioners that spoke in support. I really appreciate it.

Ortiz: Thank you. Next, Commissioner Arreguin.

Arreguin: Thank you. Well, there's another voice of support for the proposed amendment. And Supervisor Haggerty is always a tough act to follow, but I wanna thank him for his very eloquent comments to really frame how important this is for the region. Um, he's correct. I mean, we are already seeing traffic return. And prior to COVID, the 580 corridor was one of the most congested corridors in Alameda County. It's important for goods movement, as well as, uh, to connect people

to and from the San Joaquin Valley. We know that rising housing costs are pushing people further out of our region. And while we do need to create housing in Alameda County, we also need to think about how those people are gonna get to and from San Joaquin County, and how we can reduce greenhouse gas emissions to a- -- to address our, um -- our climate crisis. Our -- our planet is burning. Our skies are orange. Ash is falling from the sky. This is a real issue. And we need to take steps to reduce single occupancy vehicle trips now and to reduce carbon emissions. And this is one way we can do that. As the president of ABAG, the other agency working on Plan Bay Area 2050, I want to, uh, just reinforce what Supervisor Haggerty said. This was one of the highest scoring projects of all the trans- -- transformative projects that MTC had evaluated as part of our Plan Bay Area process. And, um -- and this was actually moved to the first tier because of the benefits that it's providing, as well as the fact that this project already has funding committed, a- -- aside from this particular amendment, to move towards design and to move to the next phases of the process. So unlike some other projects that were put forward, this one is -- is much more further along. And so if we're serious about reaching that 19

percent greenhouse gas reduction target, which we have to meet under SB 375, projects like this are critical. And expanding regional rail is one strategy in our Plan Bay Area document as a way for us to reach those greenhouse gas reduction targets. Um, it -- BART, as was noted, uh, by the comments from Val Menotti, um, did provide a comment letter raising issues around coordination. I know that they've been working very actively with the Regional Rail Authority, and they expressed support today for this particular amendment. So I think these issues can be worked out as the project moves forward. Um, lastly, I'll just say that when the voters approved Measure BB in 2014, they approved an earmark for rail in the Tri-Valley. And the project at that time was BART to Livermore. That project is no longer moving forward. This is the mo- -- th- -- at the present time, the only viable project to provide rail in the Tri-Valley. And this is critical to the state and regional rail plan, and critical -- a critical link, um, in our transportation network in the Bay Area that we should move forward. I feel we're honoring the commitment we made to the voters when we earmarked 400 thou- -- $400 million for rail in the Tri-Valley. And it's really swapping one project that isn't happening with the project that is

moving forward, and that already is -- has funding committed for design and planning, and is, I think, gonna be very important for us, um, to not only meet, uh, our greenhouse gas reduction targets, but also to get cars off the road and to improve goods movement in the county. So I -- I strongly support this amendment and urge my colleagues to do so, thank you.

Ortiz: Thank you. And I think that I will wait until the end, and I see John's hand, Bauters' hand, but if you allow me, I'm gonna comment. Um, as you recall, I said that I will ask my AC Transit colleagues, since they appointed me, since I represent them, uh, direction of how to vote on this amendment. Uh, well, at the last board meeting, I was directed to vote no on amending Measure BB. Among the concerns that were raised included that ACTC should wait until San Joaquin County comes up with the money to cement its commitment to moving forward, before AC2 -- ACTC approves the transfer of funds. As well as, um, concern about these, uh, funds benefited primarily San Joaquin Valley residents instead of Alameda County residents who are paying for the sales tax. John?

Bauters: Thank you, Madam Chair, for giving me an opportunity to speak, um, one more time. And I would just like, if my colleagues will indulge me, to just, um, offer

my thoughts, and then I know staff is probably gonna respond to some things. I know Commissioner Ashcraft had some outstanding questions still. Um, but I just wanna, I don't wanna delay it, but I just wanna point out a few things that I just, as people think about this, especially those who are on the fence or who are thinking they're a no, I just wanna point out a few things I heard. First, there was a lot of discussion about not wanting to incentivize people to move into the Central Valley, um, and housing out there. And are we exacerbating the problem. If you go back to the staff presentation on slide 8, you'll see that since 2010, there's been a net increase of 86,000 plus daily commutes into our county from people who live in San Joaquin. Now that could be because jobs are here that aren't there, which is one thing. That could be because education opportunities are here that aren't there. There is no CSU or Cal University in San Joaquin County. Stockton is the largest city in California without a university. Um, it could be because people have, um, moved out or migrated out because of cost pressures or displacement. Um, but the reality is like, I -- I really c- -- caution people against using causation as an argument here, um, th- -- the cause, to Commissioner Haggerty's

points, the causes already exists. Uh, people are already doing that. And, um, I will be among -- I will be among us as city leaders, like we don't do enough on housing. Um, and I'm like the guy who builds it on top of the building that's already there, right? But like we collectively don't do enough about housing. Um, and like, we have to kind of put the onus back on us. And Commissioner Haggerty is right. The fastest growing jurisdiction, one of the fastest growing jurisdictions in California for the last 10 years has been the City of Dublin. Um, the City of Dublin has added more housing than most of us have ever thought of adding. Um, and th- -- it's really important to note that the Isabel specific plan in Livermore, the City of Livermore has a transit-oriented development plan to add 2200 units of housing at Isabel. Um, and so this is -- this is not like it's being done in a vacuum. I appreciate the questions about housing, because the interrelatedness and intersection of land use for transportation and housing should be discussed together. I think that is necessary. Um, but I just think we have to put all the facts out there and not, um, be curious without answers as to, well, what's gonna happen or will this be done? Um, there are plans in Dublin and Livermore

to add even more housing when this comes online. Um, I think that that's really important. And then I think Commissioner Arreguin made a really salient point about climate change. I mean, that's the other nexus here is the environment. And the reality is that the longer we wait, the more we look like the fly in the ointment about what are we doing to get people out of cars? Um, I know Commissioner Pilch is as green as I am when it comes to environmentalism. And so I really appreciate your -- your consternation about this issue, Commissioner, um, as I did. I spent, as I told you, I mean, Tess talked to me for two hours on a Sunday yesterday to go over some of my very deep concerns about how to really mitigate some of these things. But the time for action is now. And my concern was saying, well, it's just another month for the EIR. What keeps us from waiting 'til October or November? The reality is that the EIR isn't a threshold for this conversation. And then what happens if someone chooses to appeal the EIR? Do we have to then wait for the appeal to be done? I mean, there's so much that could be delayed. But the truth is that if we put this in the plan, the seven year clock to get people to start financing it, our partners, the clock starts, right? And so we -- we

need to start the clock. We need to, a- -- and there's so much work Commissioner Haggerty and others have done at MTC and ABAG to move this along. And San Joaquin has already put it in their regional plan. And it's very apparent from MTC's letter this morning that they will do the same thing. So it's like, read the writing on the wall is how I feel a little bit about it. Um, w- -- w- -- we need to do this. This is a -- this is a GHG reducing endeavor. Um, and the reality is that whether we like people living there or not, Albany and Alameda and Berkeley and Hayward and all of us, we could build, you know, 10,000 more units of housing each and we still wouldn't get to the 86,000 unit, uh, people who are commuting in every day, right? So like we have so much work to do on both fronts. But to sit there and deny the geography of the Altamont Pass, which has no, we shouldn't be wanting to expand a freeway. And I don't vote to do that as you saw at the last meeting. I won't vote to do that, right? Like th- -- but the reality is like we -- we have an opportunity here to make a meaningful connection. It saves money by going to Mountain House. It puts the onus on San Joaquin to be a financial partner, right? I- -- it does all the things that, um, are, I think, legitimate concerns

about what is going to be the solution to this. And we get a clear path forward for environmentalists because the EIR will have to at a minimum go to Mountain House. We will have to see those GHG reductions. This does not change any of the state law or other existing ACTC guidelines that say we have to show that the project has measured successes in ridership, GHG reduction, and fiscal sustainability. So it still has to meet those things. Like this isn't --

Female: Thank you.

Bauters: -- like we're approving this and that goes out the window. Those things are all there. Um, and then just to the last comments that were made by the Chair, um, and I really appreciate her and her position, um, as an AC Transit member, you know, two things. One, San Joaquin putting money i- -- in the game. Um, I really care about AC Transit. It's probably my closest partner, um, in the -- in the county on things I work on in my city. And so the clarifying language I've proposed, um, will ensure that San Joaquin County puts skin in the game. And the second was, um, about San Joaquin residents being the primary beneficiaries. And I just wanna point one last statistic as my closing comments. Valley Link is 42 miles long, if it

goes from Dublin-Pleasanton BART Station, all the way to Stockton. The Alameda County portion of that is 24 miles, which represents 57 percent of the total mileage for this project. Okay? The Valley Link ridership is estimated at just under 33,000 people per day. The Alameda County portion is 10,000 people per day. So it's 30 percent of the total ridership. But when you look at the project costs as we got in the presentation today, if you go Dublin-Pleasanton BART all the way to North Lathrop, it's $3 billion, okay? And Measure BB, we have a $400 million commitment. So we only cover 13 percent of the total cost. If we go to Mountain House, it's $2 billion. The Measure BB commitment is still $400 million. That's a 20 percent cost. So even though we get 57 percent of the project miles out of this project, and we get 30 percent of the ridership, at most, we are only 13 to 20 percent of the cost. When we talk about our complaints with San Mateo and Santa Clara County for shoveling other obligations on us, this is actually a reality where the total cost for our county, in relation to what we get as ridership and mileage benefits of new track, is minimal. This is a win for us. And having a shared station --

Ortiz: Thank you.

Bauters: -- at Mountain House is a win.
Ortiz: Thank you, John. Tess, do you wanna answer some of the questions that were raised?
Lengyel: Sure. Um, I see you have another hand by Commissioner Haggerty, but, uh, I'd be happy to go ahead.
Ortiz: Okay. Uh, Commissioner Haggerty, do you wanna talk now, wait after, uh, Tess responds?
Haggerty: I am at your mercy, Madam Chair.
Ortiz: Okay, go ahead.
Haggerty: No, uh, actually, it's -- it's nothing. Um, uh, I -- I just forgot. I'm usually a little better at this, but, um, for some reason today, I am somewhat nervous. I think this is huge for the region. And, uh, it's been a lot of years put into this. But I -- I was remiss in thanking staff. I know that staff has put in a ton of work on this, a ton of work. And, um, it's been a real stress on them, you know, working from home, trying to put all this together. But I also wanna thank the Chair and the Vice Chair. Um, they have put in insurmountable work over the last month, mostly. I mean, they've been working on this for several months, but mostly this last month, usually when, you know, you're supposed to be taking August off, um, both the Chair and Vice Chair have been almost in daily contact with ACTC, trying to, you

know, get the answers to the questions that people are responding to. And I -- I just wanna take a minute and thank both of them. I mean, they're true regionalists, and -- and that's what's important. That's what makes us good as a region, when you have people that are leading you that look at the whole region. And I just wanna say thank you to, um, Pauline and John for all the work that you did also.

Ortiz: Thank you. Tess?

Lengyel: Thank you, uh, Madam Chair. Um, so I do wanna go back to the questions raised by Commissioner, uh, Ezzy Ashcraft. You had, uh, questions about housing, the COVID effect, and th- -- when the EIR is gonna be released. And I just wanna note that, um -- that in -- in the Bay Area overall, what we've seen is the fastest growing area in terms of res- -- residential growth is in the East Bay. And specifically in Alameda County it's in the Tri-Valley. And this is what we monitor on our performance report. And this is what we reported to the Commission, um, in January of this year regarding that -- that growth. And it's the highest level of residential growth is right there in the Tri-Valley. This project, um, has adopted, uh, or the Commission, the Authority, the San Joaquin, um, Regional, excuse me, the Tri-Valley-San Joaquin Valley

Regional Rail Authority has adopted a TOD policy, which is very similar to -- which is essentially the same, uh, policy as adopted by MTC, which requires high density development around each of the stations. And Commissioner Bauters noted those -- those numbers. Um, the cities, uh, are focusing, uh, on developing new priority development areas. Um, there was a new priority development area that was submitted to ABAG for a potential South Front station, and that was approved in February of this year by ABAG. So the -- so the -- the Tri-Valley is looking at expanding its areas of priority, uh, development and the connection between transportation, housing, and jobs. Um, I'd like to, um, ask Michael Tree, who's the Executive Director of, uh, Valley Link, if he could comment on the specific date of the EIR. He's, um, the project sponsor leading all the technical works. I -- I'd rather offer him an opportunity to answer the question specifically about the EIR. And if there's anything else you wanna add, uh, Michael, regarding the TOD policy and -- and the housing.

Tree: Right, uh, yeah. Uh, so the EIR is scheduled to come out probably late October, early November. And this is really important. We've been working with Congressman Swalwell and other congressmen who have

representation in the Valley Link, uh, project area and talking about a potential infrastructure stimulus bill. So obviously having these amendments approved will, uh, help us greatly in that discussion. Uh, I think the only other thing in regard to TOD, it's been brought up, you know, how important it is. The policy, uh, by the Valley Link board is 2,200 units within a half mile. The reality is all of the, uh, communities that are planning TOD currently have between 3,500 and 4,000 units being planned within that half a mile.

Lengyel: Thank you. And then the last question that you had, Commissioner, regarding, um, COVID, with, um, you know, it's too early to tell what the full long-term effect of COVID is gonna be. We have seen, uh, businesses, we have seen organizations respond by keeping people at home who are able to be -- to work from home. As you heard on many of the comments, and has been mentioned by, um, different commissioners, some people cannot work from home. Many of those who build, uh -- build things for us, um, are not able to work from home. What we have seen on the express lanes, I'll just give you a quick example. We, uh, on I-580, because of COVID, we stopped, uh, the express lanes operations in March. Within three months, the

traffic was up so high, back to like 89 to 90 percent capacity, we ended up reopening those lanes and we reported that to the Commission. And I think that's, um, true throughout the Bay Area we've -- is we've seen a significant rise in people using their vehicles, and we're seeing increasing congestion on our roadways. So, uh, again, we will continue to monitor on an annual basis. But at this point, our crystal ball is not clear enough to be able to give us the long-term outcomes of the COVID effect.

Ortiz: Uh, Marilyn, is that enough or do you have more?

Ezzy Ashcroft: I -- I just wanted to comment. I wanted to thank Mr. Tree for his, um, the information that he provided. Um, that -- that is a good point about, um, needing to talk to your congressman about, um, the federal infrastructure package, because certainly, um, many funding sources are going to be needed. And just for the record, I never mentioned a concern about San Joaquin County and worrying that, um, one county or another might be more advantaged by this project. We have to think regionally and, um -- and connect people and make it much more seamless for people to travel all over the Bay Area. I particularly appreciate the comments as well as yours, Mr. Tree, of my colleagues, um, uh, Commissioner Arreguin and -- and Bauters. Um,

and -- and I do appreciate, um, your -- your very, um, thoughtful and timely remarks, Commissioner Arreguin. You're right, uh, Ms. Lengyel, the reason your crystal ball may be a little foggy is the air quality is just so bad. Visibility is terrible, but -- but it is true. We, um, you know, our -- our governor has made the point that we are -- we are the living example of climate change and we are in a position to do something about it. So, um, thank you all. And then I will say, um, the reason that I think we are the least, um, dysfunctional agency, and it is a pleasure to serve with you all, is that, um, for the most part, we treat each other with collegiality and respect. And I, um, very much appreciate your informative remarks. Uh --

Ortiz: Thank you.

Ezzy Ashcraft: -- thank you.

Ortiz: Uh, Vanessa, let's call the vote. Oh, no, is there a motion?

Bauters: I was gonna say, I don't know what I'm doing. But I -- - I -- I will -- I will if, um -- if you will let me, Madam Chair. I would like to make a motion, but my motion will be to approve the staff, um, oh, let me find my motion. Okay, here's my love language. To approve the staff recommendation and the, um,

amendment language, but to insert as clarifying language. Um, so it's keeping the amendment as intact, but adding just clarifying language. After the, um, in the middle of the paragraph where it says for the initial operating segment, um, to add a comma and then add the words defined as from Dublin-Pleasanton BART station to the proposed Mountain House station, comma, and then, um, continue with the amendment as was in the staff report. That would be my motion.

Ortiz: Is there a second? Commissioner Halliday seconds. Um, Vanessa, would you call the vote?

Lee: Sure, so just for the record, that was a motion by Commissioner Bauters and a second by Commissioner Halliday. Uh --

Ortiz: Yes.

Lee: -- roll call vote. Commissioner Arreguin?

Arreguin: Yes.

Lee: That's a yes from Commissioner Arreguin. Commissioner Carson?

Carson: Yes.

Lee: That's a yes from Commissioner Carson. Commissioner Ezzy Ashcraft?

Ezzy Ashcraft: Yes.

Lee: That is a yes from Commissioner Ezzy Ashcraft.

Commissioner Halliday?

Halliday: Yes.

Lee: That's a yes from Commissioner Halliday. Commissioner Haggerty?

Haggerty: Yes.

Lee: Yes. From Commissioner Haggerty. Commissioner Kaplan?

Kapla: Yes.

Lee: That's a yes from Commissioner Kaplan. Commissioner Pilch?

Pilch: Abstain.

Lee: That's an abstention from Commissioner Pilch. Commissioner Valle has not joined the call. Commission Chair, Commission Vice Chair Bauters?

Bauters: Aye.

Lee: That's an aye from Vice Chair Bauters. Commission Chair Cutter?

Cutter: Aye.

Lee: That's an aye from Commission Chair Cutter. Committee Chair Ortiz?

Ortiz: No.

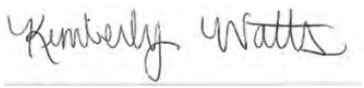
Lee: That's a no from Committee Chair Ortiz. Uh, the motion passes.

(End 03:40:08)

TRANSCRIBER'S CERTIFICATE

I, Kimberly Watts, do hereby certify that I have listened to the recording of the foregoing; further that the foregoing transcript, Pages 1 through 98, was reduced to typewritten form from a digital recording of the proceedings held September 14, 2020, in this matter; and that the foregoing is an accurate record of the proceedings as above transcribed in this matter on the date set forth.

DATED this 6th day of June, 2026.



Kimberly Watts

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ALAMEDA County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

Alameda CTC Commission Agenda
Thursday, September 24, 2020 2:00 p.m.

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at vlee@alamedactc.org by 5:00 p.m. the day before the scheduled meeting. Submitted comments will be read aloud to the Commission and those listening telephonically or electronically; if the comments are more than three minutes in length the comments will be summarized. Members of the public may also make comments during the meeting by using Zoom's "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can use "Star (*) 9" to raise/ lower your hand. Comments will generally be limited to three minutes in length.

Chair:	Pauline Russo Cutter, Mayor City of San Leandro	Executive Director:	Tess Lengyel
Vice Chair:	John Bauters, Councilmember City of Emeryville	Clerk of the Commission:	Vanessa Lee

Location Information:

Virtual Meeting Information:	**https://zoom.us/j/96455839265?pwd=Q0ZMZElidTk0cFdIVWhCL2ZxNnUyZz09** **Webinar ID: 964 5583 9265** **Password: 256305**
For Public Access Dial-in Information:	**1 (669) 900 6833** **Webinar ID: 964 5583 9265** **Password: 256305**

To request accommodation or assistance to participate in this meeting, please contact Vanessa Lee, the Clerk of the Commission, at least 48 hours prior to the meeting date at: vlee@alamedactc.org

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

5. Executive Director Report

6. Consent Calendar **Page/Action**

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

6.1.	Approve July 23, 2020 Commission Meeting Minutes	1	A
6.2.	FY2019-20 Third Quarter Report of Claims Acted Upon Under the Government Claims Act	7	I
6.3.	Approve Alameda CTC FY19-20 Year-End Unaudited Investment Report	9	A
6.4.	Award Request for Proposal R20-0008 for the Dublin Boulevard-North Canyons Parkway Extension Project	29	A
6.5.	Approve Contract Amendment for San Pablo Avenue Multimodal Corridor Project and funding agreement with Contra Costa County Transportation Authority and West Contra Costa Transportation Advisory Committee	35	A
6.6.	Approve actions necessary to facilitate project advancement into the construction phase for the I-80 Gilman Interchange Improvement Project and adopt a Resolution in support of right-of-way acquisition for the I-80 Gilman Interchange Improvement Project	49	A
6.7.	Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments	61	I
6.8.	Approve issuance of a Request for Proposals for Paratransit Coordination Services	63	A

7. Planning, Policy and Legislation Committee

The Planning, Policy and Legislation Committee approved the following action item, unless otherwise noted in the recommendations.

7.1.	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment	65	A

8. Public Hearing of I-580 Express Lanes Toll Enforcement Ordinance

8.1.	Open Public Hearing		I
8.2.	Presentation of the I-580 Express Lanes Toll Enforcement Ordinance	301	I
8.3.	Public Comment		I
8.4.	Close Public Hearing		I

8.5.	Waive Reading Beyond the Title and Adopt the I-580 Express Lanes Toll Enforcement Ordinance		A

9. Planning, Policy and Legislation Committee

The Planning, Policy and Legislation Committee approved the following action item, unless otherwise noted in the recommendations.

9.1.	Federal, state, regional, and local legislative activities update	319	I/A

10. Finance and Administration Committee

The Finance and Administration Committee approved the following action items, unless otherwise noted in the recommendations.

10.1.	FY2019-20 Sales Tax Revenues Update	325	I

11. Closed Session

11.1.	Pursuant to Government Code Section 54957: Public Employee Performance Evaluation: Executive Director		I
11.2.	Report on Closed Session		I
11.3.	Approve the annual performance evaluation of the Executive Director for 2020, objectives for 2021, and a salary adjustment pursuant to the approved contract	329	A

12. Commission Member Reports

13. Adjournment

Next Meeting: October 22, 2020

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda, submit an email to the clerk or use the Raise Hand feature or if you are calling by telephone press *9 prior to or during the Public Comment section of the agenda. Generally public comments will be limited to 3 minutes.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the website calendar.

ALAMEDA County Transportation Commission

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

Memorandum

7.1

DATE:	September 17, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Recommendation

It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request (Attachment A) for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and 4) make associated technical amendments. The Commission Plan Amendment Resolution recommended for approval is included as Attachment B and the proposed 2014 Measure BB Expenditure Plan redline markups and technical amendments are detailed in Attachment C. This is an action item and requires 2/3 of the Authorized vote for approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Summary

The 2014 Measure BB TEP included $400 million for BART to Livermore. Since that time, a significant number of developments have occurred on the project and in the project area, as detailed in the Project Background section of this memo. The TVSJVRRA was created by the State Legislature in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

In 2017, BART released the Draft Environmental Impact Report for BART to Livermore. In May 2018 the BART Board voted to certify the Final EIR. The Board also passed a motion directing the General Manager to not advance an alternative, effectively passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley

Link. The TVSJRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the $400 million from the BART to Livermore TEP project to Valley Link.

The TEP amendment process, as detailed later in this memo, requires a 45-day comment period by jurisdictions in Alameda County. The Commission approved initiation of the comment period on May 28, 2020. Alameda CTC staff provided notification to the governing boards of all cities, the county and transit operators in Alameda County who are represented on the Alameda CTC Commission of a 45-day comment period regarding the proposed amendment, which included direction on how comments must be submitted to the Commission. The notifications were sent via email and hard copy through the US Postal Service on May 29, 2020. The comment period ended on July 13, 2020. Comments received by August 28, 2020 are included in the summary matrix of comments and responses included as Attachment D; full text of the comment letters are included in Attachment E. Additional comments received for the September 14, 2020 PPLC meeting are included in Attachment F. Any comments received following the mailout of the Commission packet and up to 5pm on September 23, 2020 will be included in a handout provided to the Commission and posted on the Alameda CTC website the day of the Commission meeting.

Staff will present a summary of the comments received during the comment period to the Commission for its consideration. A 2/3 Authorized vote by the Commission is needed to amend the TEP, per the TEP Implementing Guidelines.

The proposed amendment includes the following elements, which are documented in Attachments B and C:

1) Acknowledgement of the TVSJVRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds (Attachment B, Plan Amendment Resolution).
2) Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated $400 million.
3) Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include $400 million in Measure BB funding.
4) Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above (as shown in Attachment C, TEP Redline Markups).

Planning, Policy and Legislation Committee (PPLC)

There was extensive discussion of the item at the September 14, 2020 PPLC meeting. One clarification was made to the proposed TEP amendment and the PPLC moved to recommend the amended item to the Commission for approval. Below is documentation of the clarification made at the PPLC meeting. Thirty-eight additional comment letters were received in advance or on the day of the PPLC meeting and are detailed in Table

2; those letters are also included as Attachment F and the comments were added to the updated comment response matrix, Attachment D. Sixteen public comments were made verbally at the PPLC meeting and are also noted in Attachment D.

PPLC Discussion

Following public comment, the Committee members discussed a number of considerations. In response to concerns regarding San Joaquin County's financial participation in the project, and interest in ensuring an initial operating segment that effectively provides significant benefits to the Tri-Valley and the corridor overall, the following clarification was made to the proposed TEP amendment, as shown in yellow.

Recommended TEP Amendment (See yellow highlight of PPLC clarification language)

~~BART to Livermore~~ Valley Link Rail in Alameda County ($400 M)
This project funds the first phase of a ~~BART~~ Valley Link Rail Extension from the existing Dublin/Pleasanton BART Station within the Tri-Valley and Altamont Pass in Alameda County ~~– I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment, defined as from the Dublin/Pleasanton BART station to the proposed Mountain House station, that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternatives assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Blue denotes new language added; Red denotes language removed

This clarification ensures:

- a clear understanding of what the initial operating segment is in Alameda County,
- establishes the funding nexus with San Joaquin County since Alameda County funding may only be spent within the county and Mountain House is in San Joaquin County,
- the highest ridership and cost effectiveness per passenger, based on data provided by the TVSJVRRA,
- the highest estimated greenhouse gas emissions reduction, contingent upon final technology selection, and
- ensures only one maintenance facility is built by the project with the land donated by the City of Tracy (rather than a temporary station if the project only went to Greenville or Southfront in Alameda County).

Comments Received

Per the TEP Implementing Guidelines, the comment period for a TEP Amendment is a comment period for jurisdictions in Alameda County. Comments received by the public and advocacy organizations are also included for the Commission's consideration. All

written comments received are included as Attachments E and F. The information below summarizes key themes and comments received; a complete documentation of comments, including those made verbally at PPLC and Commission meetings, and responses are included in Attachment D.

Table 1. Summary of Support or Opposition to TEP Amendment

Agency	**Support**	**Oppose**	**Questions/ concerns**
AC Transit – General Manager, not Board			●
Alameda County Board of Supervisors	●		
BART – Board Member McPartland	●		
BART – General Manager, not Board	●		●
City of Dublin	●		
City of Livermore	●		
City of Pleasanton	●		
City of Union City	●		
LAVTA	●		
San Joaquin Regional Rail Commission	●		
Organizations and Public	**Support**	**Oppose**	**Questions/ concerns**
Alameda County Taxpayers Association		●	
Bay Area Council	●		
Bay Area Transportation Working Group		●	
Bike East Bay			●
Building and Construction Trades Council of Alameda County, AFL-CIO	●		
Chabot Las Positas College	●		
Hacienda Business Park Owners Association	●		
Innovation Tri-Valley Leadership Group	●		
Jon Spangler		●	●
Laborers' Local 304	●		
Law Offices of Jason Bezis		●	●
Livermore Valley Chamber of Commerce	●		
Pleasanton Chamber of Commerce	●		
Sierra Club		●	●
Train Riders Association of California		●	●

Table 2. Comments Received for September PPLC Meeting

Additional Comment Letters Received Before PPLC September 14, 2020 meeting	Support	Oppose	Questions/ concerns
Alameda County Board of Supervisors	●		
Alameda County Fairgrounds	●		
Assemblymember Bauer-Kahan	●		
Bay Area Council	●		
Building & Construction Trades Council of Alameda County	●		
California Automotive Retailing Group, Inc.	●		
CEMEX	●		
Chabot Las Positas Community College District	●		
City of Livermore	●		
City of Pleasanton	●		
City of San Ramon	●		
Dublin Chamber of Commerce	●		
East Bay Economic Development Alliance, East Bay Leadership Council, Innovation Tri-Valley Leadership Group joint letter	●		
GILLIG	●		
Hacienda Business Park	●		
Innovation Tri-Valley Leadership Group	●		
International Association of Sheet Metal, Air, Rail and Transportation Workers Local 104	●		
International Brotherhood of Electrical Workers Local 595	●		
Livermore Valley Chamber of Commerce	●		
Livermore Valley Winegrowers Association	●		
MAG Trucking	●		
Marshall Brothers Enterprises, Inc.	●		
Metropolitan Transportation Commission	●		
Northern California District Council LiUNA	●		
Pleasanton Chamber of Commerce	●		
Pleasanton City Councilmember Pentin	●		
Ponderosa Homes	●		
Robert and Cynthia Panas	●		
San Joaquin Council of Governments	●		
San Joaquin Regional Rail Commission	●		
Senator Steve Glazer	●		
Sensiba San Filippo CPAs and Business Advisor	●		
TopCon	●		
Trish Munro	●		
Tri-Valley Conservancy	●		
Tri-Valley San Joaquin Valley Regional Rail Authority	●		
Tri-Valley Transportation Council	●		
US Representative Eric Swalwell	●		
Wente Family Estates	●		

Key Themes from Comments

Support

Comments expressing support for the TEP Amendment focused on project benefits and the need for rail in the Tri-Valley. The three cities in the Tri-Valley, along with the Board of Supervisors, Union City, the BART Board representative, LAVTA and the San Joaquin Regional Rail Commission all submitted strong letters of support. In addition, chambers of commerce/business groups and labor expressed support for the TEP Amendment and the Valley Link project. Full documentation of comments and responses are included in Attachments D and E; key benefits noted by commenters include:

- fulfills a commitment made to the Tri-Valley to advance rail connectivity to Livermore
- assures Tri-Valley residents will benefit from the taxes they have paid
- reduction of over 99.4 million Vehicle Miles Traveled
- reduction of over 33,000 metric tons of greenhouse gas emissions per year
- supports advancement of transit-oriented development
- protects open space
- supports businesses in the Tri-Valley by providing easy and convenient access
- provides an estimated 22,000 jobs during construction and between $2.6 billion and $3.5 billion in revenues

Oppose/Concerns Raised

Comments in opposition of the TEP Amendment included a number of key themes that were repeated across multiple commenters, summarized below. Full documentation of comments and responses are included in Attachments D and E.

- Timing of Amendment and impacts of COVID-19: Commenters raised concerns that the TEP Amendment is being rushed. Commenters stated that there is no valid reason to amend the TEP at this point in time, and that the amendment should be delayed until the project's Environmental Impact Report (EIR) is available and the impacts of the COVID-19 pandemic on sales tax revenues and transit ridership are better understood.

  Response:
  - Overall timeframe: The TVSJVRRA submitted a request for the TEP Amendment in September 2019. Since that time, Alameda CTC staff has worked with TVSJVRRA staff as well as partner agencies to better understand the project, including detailed discussions regarding potential impacts on the I-580 Express Lanes and the potential funding plan. The ability to leverage local sales tax dollars to secure competitive regional, state and federal funds is a key principle of local sales taxes. By being able to show a commitment of local funding, the project will be more competitive for regional, state and federal funding.

  - EIR: As with all projects in the 2014 TEP, the project must meet specific environmental deadlines and comply with regional, state and federal

requirements. The TEP does not require that projects must complete an environmental document before being in the plan, nor does it require that full funding is required before being in the plan. Every project in the 2014 TEP has a funding shortfall; the sales tax dollars are intended to be leveraged with other local, regional, state and federal funds to deliver the projects.

Most of the named capital projects in the 2014 TEP did not have completed EIRs when the TEP was approved by voters. Only four of the 21 specifically named capital projects in the TEP had an approved EIR when the TEP was approved by voters. The Draft EIR is anticipated to be released in fall 2020.

- COVID-19: The long-term travel impacts of COVID are unknown at this time. It is unclear when the region and country will start to have a better understanding of mid- and long-term impacts of the COVID-19 pandemic on travel patterns, and transit in particular. In developing the region's long-range transportation plan, Plan Bay Area 2050, MTC's direction is to assume that long-term travel and development patterns do not significantly change as a result of COVID-19; rather those impacts are largely concentrated in the early (first 10) years of the Plan. Projects under development within the Bay Area must be consistent with MTC's long-range plan.

  Alameda CTC is carefully monitoring the impact of COVID-19 on sales tax revenues. Sales tax revenues are received from the California Department of Tax and Fee Administration (CDTFA) two months in arrears, and staff has been updating the Commission as data becomes available.

  Alameda CTC has not developed a 5-year sales tax revenue projection at this point given the large uncertainties regarding the depth and breadth of the recession and the lack of sales tax receipt data received to date. Revenue projections for FY2020-21 were included in the agency budget that was adopted in May 2020. The budget for sales tax revenues for FY2020-21 will be updated if and when appropriate based on data received from the CDTFA.

- Inadequate public noticing: Commenters raised concerns that the proposed TEP Amendment was not noticed to the public or posted on the Alameda CTC website. Requests were made for more time for the comment period, and for all comments to be posted by the end of July.

  Response: The comment period, per the TEP Implementing Guidelines for a proposed TEP Amendment, is a comment period for jurisdictions. As noted above, following the Commission's May 28, 2020 approval to initiate the comment period, Alameda CTC staff provided notification to the governing boards of all cities, the county and transit operators in Alameda County who are represented on the Alameda CTC Commission, which included direction on how comments must be submitted to the Commission. The notifications were sent via email and hard copy

through the US Postal Service on May 29, 2020. Per the direction of the Commission at its May meeting, staff were directed to include the full set of comments received in the PPLC materials and distribute those in advance of the meeting per standard Commission processes.

- Insufficient alternatives analysis and interest in other transit investments in the corridor: Commenters stated that there had been insufficient analysis of alternatives, with specific focus on further analysis of a bus alternative in order to determine if there are better, more efficient uses of the funding. In addition, BART and other commenters raised concerns regarding ensuring full understanding of and eligibility for BART core system impacts as part of the project and potential uses of the $400 million. A few commenters specifically referenced TEP Implementing Guideline #22 as a reason other projects could be eligible for the funding.

  Response: Extensive alternatives analysis has been completed in the 580 corridor as part of previous BART studies and environmental impact reports. BART conducted extensive alternatives analysis, as both part of the 2010 Program Environmental Impact Report (EIR) and as part of the subsequent Project EIR certified in 2018. The 2010 Program EIR included analysis of 10 alignment alternatives. The Project EIR included extensive analysis of four alternatives plus a no project alternative. The alternatives included and Express Bus/Bus Rapid Transit Alternative and an Enhanced Bus Alternative. Details of the alternatives can be found here. The analysis included detailed evaluation of potential benefits and impacts, including but not limited to: ridership, vehicle miles traveled, greenhouse gas emissions, capital and operating costs, travel times, integration with land use, and cost-effectiveness. The BART Project EIR found mixed performance results for the alternatives. While the cost per new rider for the Express Bus/BRT option was lower than for the rail alternatives, the rail alternatives carried significantly more riders and resulted in a higher reduction in vehicle miles traveled.

  In developing the Valley Link Feasibility Report, and continuing in the EIR, the TVSJVRRA is evaluating alternatives, building off of the work done by BART as well as by ACE as part of the ACE Forward analysis. The Feasibility Report included analysis of express bus alternative that included operating as bus on shoulder to provide a more time-competitive service, and focused on a limited set of stations mirroring the proposed rail service. The Feasibility Report found, consistent with the BART findings, that while express bus alternatives could be delivered at a fraction of the cost, the potential ridership benefits and greenhouse gas emission reductions were significantly higher for the rail alternative. An additional evaluation of alternatives will be released as part of the Valley Link Draft EIR.

  The TEP #22 Guideline notes, "Fund Allocations: Should a planned project become undeliverable, infeasible or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be reallocated

to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC." The Valley Link project is a Transit project as is the BART to Livermore Project and it is at the Commission's discretion to act on a plan amendment to use these funds for transit purposes.

Based on current ridership forecasts developed by the TVSJVRRA, it appears that there may be some degree of impact to the BART core system in the 2040 horizon. The TVSJVRRA has proposed to enter into an MOU with BART to address these future potential impacts. BART and the TVSJVRRA continue to work closely to fully identify and understand all potential impacts and benefits. Faregate modernization for non-Valley Link stations does not appear to be directly linked to impacts of the Valley Link project.

- Benefits to San Joaquin County and not Alameda County: A number of commenters raised concerns that Alameda County residents would not benefit from the project, but instead the project will primarily benefit San Joaquin County residents. In addition, concerns were raised that San Joaquin County has not committed funding to the project.

  Response: As required by the TEP, expenditures from Measure BB will only be spent on transportation improvements in Alameda County. The project as defined will benefit Alameda County residents and businesses as well as San Joaquin County. The Bay Area is part of an integrated mega-region, with people and goods regularly moving between the Bay Area, Central Valley, and Sacramento region. Providing a high-quality transit alternative over the heavily-traveled Altamont Pass will support both the Central Valley and Bay Area. Benefits of the project, including data specific to Alameda County residents where possible, as provided by the Valley Link staff is noted below. Data is based on an extension from Dublin-Pleasanton BART to North Lathrop.

  - 10,137 daily boardings in the Tri-Valley in 2040
  - 32,993 daily boardings in the full corridor
  - Annual reduction of between 33,880 to 42,650 metric tons of greenhouse gas emissions in 2040 depending on the vehicle variant under consideration
  - Reduction of approximately 570,000 average weekday vehicle miles travelled in 2040
  - Approximately 57% of the project track mileage is in Alameda County
  - Transit-oriented development in the Tri-Valley including developments at the proposed Isabel station and Southfront station alternative.

  Regarding funding, the proposed TEP amendment states that funds are for construction only in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment.

The TVSJVRRA is working closely with cities in San Joaquin County, the San Joaquin Council of Governments (SJCOG), and the state to secure additional funding for the project. Thus far, the City of Tracy is anticipated to act in September 2020 to donate a key 200-acre parcel under City ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $40 million. In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including showing $163.9 million for the project in the plan from future measures and state funds, and SJCOG also contributed funding for the environmental document.

- Questions regarding how an initial operating segment would be determined: There were questions requesting more detail on how an initial operating (IOS) segment would be determined, given the proposed amendment language.

  Response: The Valley Link Feasibility Report identified two major phases of the project: Phase 1 from Dublin-Pleasanton to North Lathrop; and Phase 2 from North Lathrop to Stockton. Within Phase 1, the project could be delivered in phases, including an initial operating segment that would terminate before North Lathrop. As part of the analysis currently underway, the TVSJVRRA Board will consider potential IOSs in order to more quickly deliver service in the corridor. Options under consideration include service from Dublin-Pleasanton to Greenville, or from Dublin-Pleasanton to Mountain House. In addition, the TVSJVRRA is considering a Southfront Station in Livermore. Estimated ridership, emissions reduction and costs for two IOS under consideration are summarized in Table 2.

  Table 2. Potential Initial Operating Segments

Potential IOS	Initial Daily Ridership	GHG Emissions Reduction* (annual metric tons)	Capital Costs** (mid-point YOE)
D-P to Greenville	8,372	4,075 to 5,739	$1.61 B
D-P to Mountain House***	11,101	3,980 to 7,172	$2.04 B

  * Range based on various technologies under consideration.
  **Costs do not include O&M facilities ($198.67 million) or vehicles ($508.82 million)
  ***Includes Southfront station

- Potential project impacts related to sprawl and interregional commutes: Commenters stated that the project will increase sprawl and further the distances between where people live and work. It was noted that this would violate the "inter-regional commuting" policy of Senate Bill 375 (SB 375) and Plan Bay Area.

  Response: SB 375 applies to regional transportation plans/sustainable communities strategies (RTP/SCS) that are adopted by metropolitan transportation organizations

(MPOs) in the state of California. As it relates to this project, the two MPOs are the Metropolitan Transportation Commission (MTC) and the San Joaquin Council of Governments (SJCOG). The MTC Commission recently voted to include Valley Link in Plan Bay Area 2050, the RTP/SCS currently in development in the Bay Area region. SJCOG's most recent RTP/SCS was amended in early 2020 to include the Valley Link project. MTC's robust project performance assessment did not identify performance concerns with the Valley Link project regarding the project conflicting with the guiding principles of Plan Bay Area and identified it as a relatively well performing regional rail project.

The TVSJVRRA has adopted a Transit Oriented Development (TOD) Policy to support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:

- Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
- Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was submitted to MTC/ABAG earlier this year and approved in February 2020.

- Measure BB equity considerations: Commenters stated that the amendment would require the entire TEP to need to be reopened because it would dramatically change the distribution of benefits across the county. That would therefore require the basic allocation formula for local streets and roads to need to be reconsidered.

  Response: When the 2014 TEP was crafted by the Commission, it was done so to address geographic equity in investments and to reach consensus on a set of projects and programs that would provide benefits in all areas of Alameda County. The $400 million was identified in the TEP for a rail extension in the Tri-Valley. The proposed amendment does not change the geographic distribution of the benefits of the overall TEP.

Project Background

A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years, there have been efforts by many residents, local elected officials, and other stakeholders to extend

the BART alignment to Livermore, including planning, funding and project development efforts.

Regional and State Rail Planning

In 2007, the San Francisco Bay Area Regional Rail Plan developed by the Metropolitan Transportation Commission (MTC) identified the BART to Livermore extension as an important inter-regional rail connection. The Regional Rail Plan envisioned that BART should connect to the ACE train service in Livermore in order to provide a reliable and fast transit option for the growing congestion over the Altamont Pass and along the I-580 corridor. The importance of rail service between the Tri-Valley and San Joaquin Valley was reiterated in the 2018 California State Rail Plan, which calls for a Tri-Valley rail hub and increased rail frequencies and connectivity over the Altamont Corridor.

BART to Livermore Project

By the 1980s, the extension of BART further east in the Tri-Valley was already under serious consideration. In the mid-1980s, BART purchased a potential site for a future station near the Isabel Avenue and Interstate 580 interchange and a site in the vicinity of Greenville Road and Interstate 580 for purposes of preserving land for a potential station and yard/maintenance facility. In 1997, the Dublin/Pleasanton line was opened, with a West Dublin station added in 2011.

Numerous local and regional transportation measures have included support for BART to Livermore, starting with the 1986 Alameda County Measure B, which included $170 million for a "Rail extension to Dublin Canyon". The 2000 TEP included funding of $8.7 million for "I-580 Corridor/BART to Livermore Studies". Measure BB included $400 million in the 2014 TEP for "BART to Livermore". The project also received Regional Measure 1 bridge toll funding to advance planning and environmental work. In June 2018, Bay Area voters approved Regional Measure 3, which includes $100 million for "Tri-Valley Transit Access Improvements."

In 2010, after two years of analysis, BART completed a Program Environmental Impact Report (EIR) that evaluated the feasibility of five potential station sites and 10 different alignments for the BART to Livermore extension. In 2012, the BART Board of Directors directed its staff to advance the conceptual engineering and environmental review of a one-station extension to Isabel Avenue (Proposed Project), as well as to coordinate with the City of Livermore on the land use planning around the future station site.

In 2014, Alameda County voters approved Measure BB to fund the 2014 TEP, which includes $400 million in dedicated funding for the BART to Livermore extension. Measure BB commits funds to support construction of the extension of BART in the I-580 corridor using the most effective and efficient technology.

On July 31, 2017, BART released the Draft Project EIR evaluating the Proposed Project and alternatives. In May 2018, BART released the Final Project EIR. The BART Board certified the Final Project EIR on May 24, 2018 and directed staff to not advance a specific project.

As major transportation project planning and analysis was underway, cities also advanced land use planning around future rail service. The City of Livermore prepared the Isabel Neighborhood Plan and program-level EIR for development around a new station. The Livermore City Council adopted the Isabel Neighborhood Plan and certified the EIR for the Plan in May 2018.

ACEforward Program

The San Joaquin Regional Rail Commission (SJRRC) ACEforward program outlined a vision for a phased rail infrastructure and service improvement plan to increase frequency, increase service reliability, and enhance passenger facilities along the existing ACE service corridor from San Jose to Stockton, and to extend ACE service to Modesto and Merced. The (SJRRC) released a Draft EIR in May of 2017 that was later rescinded; however, the technical documents developed by the SJRRC for the ACEforward Draft EIR were made available to the TVSJVRRA for advancement of the Valley Link Project Feasibility Report and Draft EIR.

Creation of TVSJVRRA

In 2017 Assemblymembers Catharine Baker and Susan Eggman authored AB 758, which created the TVSJVRRA. The TVSJVRRA is led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal established for the TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system that reflects regional consensus and meet the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with a feasibility report.

AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance the project per AB 758. The TVSJVRRA adopted several goals and policies to guide the development of the project.

A key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

TVSJVRRA Adopted Project Goals:

The following goals were adopted by the TVSJVRRA to address identified regional and economic and transportation challenges:

- Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs.

- Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction, and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link Project Development Policies

The TVSJVRRA adopted several policies to guide the development framework of the project, including the following sustainability and transit-oriented development policies:

- Sustainability Policy: Identifies implementing strategies to achieve a zero emissions system. The adopted Sustainability Policy includes a commitment to encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households. It further directs maximizing benefits to these communities and households in the project planning and design of Valley Link. Four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities.
- Transit Oriented Development (TOD) Policy: Support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:
    - Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
    - Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently submitted by the City of Livermore to MTC/ABAG as a new PDA.

Valley Link Project Description

Valley Link is a proposed new rail service between Alameda and San Joaquin Counties. The proposed Phase 1 project will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the North Lathrop ACE intermodal station. The

proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

The TVSJVRRA has been updating the project costs as part of project development. The most current project cost estimates range from $2.81 billion to $3.18 billion in mid-point year of expenditure dollars for the Phase 1 project from Dublin-Pleasanton to North Lathrop. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021 respectively.

To date, a total of $708 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (per a 2014 TEP amendment), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds), $40 million in impact fees from the City of Livermore, $40 million from the Tri-Valley Transportation Council, and $40 million from the City of Tracy property contribution. The project is expected to compete for regional, state and federal funds to secure additional funding. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

Other Agency Actions

Given the project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, the San Joaquin Council of Governments (SJCOG), SJRRC, BART, Alameda CTC, the California State Transportation Agency, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project:

- MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Resolution Number 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans. In June 2020, MTC allocated an additional $46.8 million to advance the project's environmental and design phases.
- SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.

- BART: BART has committed staff to directly lead the early development of the project due to its expertise in developing and delivering similar projects, such as the e-BART extension to Antioch.
- Alameda CTC, the SJRRC and Caltrans have provided technical reviews of preliminary design plans and documents. In addition, the TVSJRRA is in discussion with the City of Tracy regarding donation of a key 200-acre parcel under City of Tracy ownership to the project to be used for an operations and maintenance facility. The property was recently appraised and has an estimated value of $40 million.

Project Considerations

The project construction will have significant impacts on the I-580 Express Lanes, with major impacts anticipated during construction. The TVSJVRRA staff have been working with Alameda CTC, as well as Caltrans, to identify design and construction considerations. Alameda CTC staff have held several workshops with the project design team to evaluate the preliminary design plans and will continue to be engaged through the ESC and technical groups to provide policy and technical feedback during design development to ensure minimal impacts to the I-580 Express Lanes. Alameda CTC will continue to work closely with the TVSJVRRA as the project design advances, and will also conduct financial analysis to understand potential impacts to toll revenues during construction to ensure revenue losses are addressed.

Proposed Amendments

The amendment that has been requested to be made to the 2014 TEP includes two elements as follows:

- Amend to include the new entity of the TVSJVRRA
- Amend to include the Valley Link Project for $400 million

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP):

BART Extension and System improvements ($710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as provide local funding for a proposed BART extension in the eastern part of the county.

> BART to Livermore ($400 M)
>
> This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed

alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP. The proposed changes include moving the project from page 18 from the BART section of the TEP to page 20 under the section "Major Transit Corridor and Commuter Rail Improvements", remove references to BART as the agency leading the rail extension, change references from the BART to Livermore project to Valley Link on pages 2, 3, 14, 18, 19 (map) and add Valley Link to the map on page 21 (see Attachment C).

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements as shown on Attachment C. Blue denotes new language added; red denotes language removed.

~~BART to Livermore~~ Valley Link Rail in Alameda County ($400 M)

This project funds the first phase of a ~~BART~~ Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County ~~I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment, defined as from the Dublin/Pleasanton BART station to the proposed Mountain House station, that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternatives assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Implementing Guidelines Related to this TEP Amendment

Once the 2014 TEP amendments are complete, all the implementing guidelines will be applicable to the project and project sponsor similar to all other TEP projects. Specifically, for this TEP amendment, the following guidelines describe requirements for the amendment as well as the new project sponsor.

4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

8. Strict Project Deadlines: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from

the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

Note: any new amendment that adds a project must comply with this provision and the start date of the seven years will be from the date of the adopted amendment.

11. Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.

14. No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.

18. New Agencies: New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Fiscal Impact: There is no fiscal impact for this item associated with the requested action.

Attachments:

A. Letter from TVSJVRRA Requesting TEP Amendment
B. Resolution for 2014 TEP Amendment
C. Proposed 2014 Measure BB Expenditure Plan Redline Markups and Technical Amendments
D. Comment and Response Matrix
E. Comment letters received
F. Comment letters received between packet mailout and PPLC meeting

Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

7.1A

BOARD OF DIRECTORS

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Supervisor, County of Alameda

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Boardmember Paul Akinjo
Councilmember, City of Lathrop

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Director, BART

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Boardmember Bernice Tingle
President, Mountain House

Boardmember Bob Woerner
LAVTA Boardmember

Boardmember Leo Zuber
Vice Chair, ACE

Michael Tree
Executive Director

May 4, 2020

Mayor Pauline Cutter, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, Ca 94607

Dear Chair Cutter,

This letter is intended to supersede the information in the letter written to Chair Valle on September 11, 2019 (attached) as it relates to the language to be amended in the 2014 Transportation Expenditure Plan currently found on page 18. Please use the following language for the amendment:

Valley Link Rail in Alameda County ($400 M)
This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Thank you,

Alameda County Supervisor Scott Haggerty, Chair

cc: Ms. Tess Lengyel, Executive Director, Alameda CTC

Valley Link
Connecting People, Housing, and Jobs

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REGIONAL RAIL AUTHORITY

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Commissioner, ACE

Michael Tree
Executive Director

September 11, 2019

Supervisor Richard Valle, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Valle,

In May of 2018 the BART Board decided not to extend conventional BART to Livermore in favor of deferring the development of a rail extension project to the newly established Tri-Valley – San Joaquin Valley Regional Rail Authority ("Authority").

In the statute that created the Authority, AB 758 (Eggman/Baker), the Legislature addressed the transfer of local funds to the Authority for the Valley Link project in Section 132658:

> "the unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority's purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 1800000)."

Over the past 18 months, the Authority has been actively engaged in the planning of Valley Link, a passenger rail project that connects with the Dublin/Pleasanton BART station and travels eastward to Livermore and beyond to communities in the Northern San Joaquin Valley. A key element of the Valley Link Funding Plan for the Dublin/Pleasanton connection with BART and rail construction to Livermore is the $400 million in Measure BB that is currently listed in the Alameda County 2014 Transportation Expenditure Plan ("Plan") for the BART to Livermore project. Per the requirements of the Plan, The Tri-Valley – San Joaquin Valley Regional Rail Authority requests the following amendments:

1. The Tri-Valley – San Joaquin Valley Regional Rail Authority, established by AB 758,be included as an eligible recipient of funds.
2. That the following, specific language be amended:

   Move and amend the following language from Page 18 of the Plan to Page 20:

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Boardmember Bob Woerner
LAVTA Boardmember

Boardmember Leo Zuber
Commissioner, ACE

Michael Tree
Executive Director

~~BART to Livermore~~ Valley Link to Livermore ($400 M)
The project funds Valley Link ~~the first phase of a BART to extension~~ within the I-580 Corridor freeway alignment from the Dublin/Pleasanton BART station to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of or any element of this ~~first phase~~ project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

In accordance with the Alameda County 2014 Transportation Expenditure Plan Implementing Guidelines, the Tri-Valley – San Joaquin Valley Regional Rail Authority understands and can fully comply with the requirements of recipients of Measure BB funds, including, but not limited to, annual audits and compliance reporting, the establishment of separate accounting funds for Measure BB funds, independent Watchdog reviews, performance measures, environmental clearance timelines, timely use of funds, contracting requirements, public reviews and approvals.

Thank you for your consideration,

Alameda County Supervisor Scott Haggerty, Chair

cc: Mr. Art Dao, Executive Director, Alameda CTC

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ALAMEDA County Transportation Commission

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

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Executive Director
Tess Lengyel

ALAMEDA COUNTY TRANSPORTATION COMMISSION
Resolution No. 20-007

Resolution of the Alameda County Transportation Commission Amending the 2014 Transportation Expenditure Plan to Delete the BART to Livermore Project and add the Valley Link Project

WHEREAS, by action of the governing body ("Commission") of Alameda County Transportation Commission ("Alameda CTC") at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan ("2014 TEP"), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated $400 million to a project identified as "BART to Livermore," constituting the first phase of a San Francisco Bay Area Rapid Transit District ("BART") extension within the I-580 Corridor to serve residents and businesses in that Corridor.

WHEREAS, on May 24, 2018, the BART Board certified the Final Environmental Impact Report for the BART to Livermore project, but declined to approve the project as proposed nor any alternative for the project.

WHEREAS, Assembly Bill (AB) 758, as adopted by the State legislature and signed by the Governor, created the Tri Valley San Joaquin Valley Regional Rail Authority ("TVSJVRRA"), an entity led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal of TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley, to address regional economic and transportation challenges.

WHEREAS, AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance a rail extension in the Corridor, now identified as "Valley Link."

WHEREAS, a key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

WHEREAS, the TVSJVRRA has been updating the project costs as part of project development. The most current project cost estimates range from $2.81 billion to $3.18 billion in mid-point year of expenditure dollars for the Phase 1 project from Dublin-Pleasanton to North Lathrop. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021.

To date, a total of $708 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (per a 2014 TEP amendment), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds), $40 million in impact fees from the City of Livermore, $40 million from the Tri-Valley Transportation Council, and $40 million from the City of Tracy property contribution. The project is expected to compete for regional, state and federal funds to secure additional funding. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

WHEREAS, given that the Valley Link project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (SJRRC), BART, Alameda CTC, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project, as outlined below:

MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans. In June 2020, MTC allocated an additional $46.8 million to advance the project's environmental and design phases.

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds, and SJCOG also contributed funding for the environmental document. In addition, the City of Tracy is

anticipated to act in September 2020 to donate a 200-acre parcel under City ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $40 million.

WHEREAS, the 2014 TEP and Public Utilities Code Section 180207 together provide that the 2014 Plan may be modified if an amendment is approved by a two-thirds vote of the Commission.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended to delete the BART to Livermore Project and all references to that Project;

BE IT FURTHER RESOLVED that the Tri Valley San Joaquin Valley Regional Rail Authority be recognized as an eligible agency for recipient of funds in the 2014 TEP;

BE IT FURTHER RESOLVED that the Valley Link Rail Project in Alameda County with an allocation of $400 Million is placed in the 2014 TEP, described as follows:

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment, defined as from the Dublin/Pleasanton BART station to the proposed Mountain House station, that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BE IT FURTHER RESOLVED that the 2014 TEP be amended to include the following specific description of the Valley Link Project:

A proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, September 24, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

_____ _____

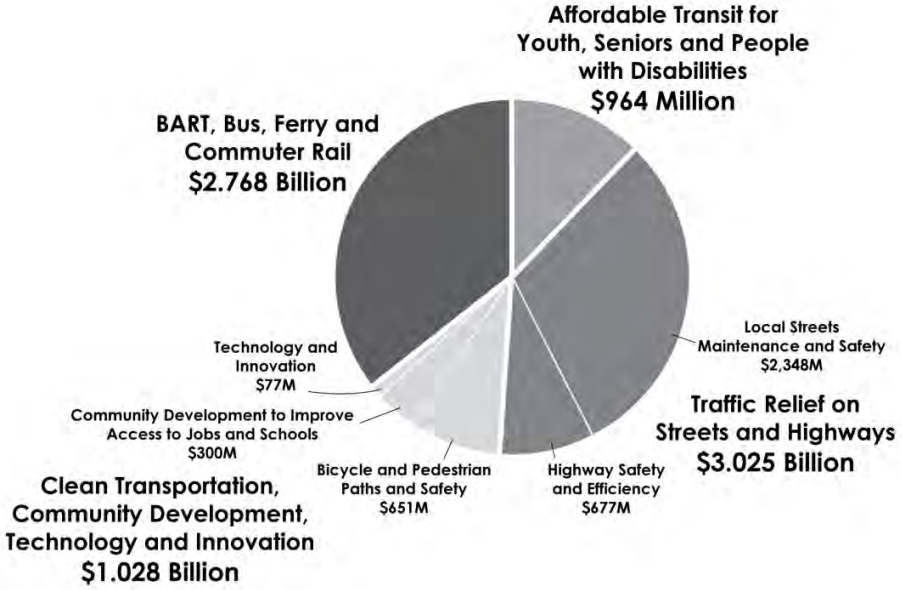
Pauline Russo Cutter, Vanessa Lee,

Chair, Alameda CTC Clerk of the Commission

Summary of Investments	FUNDS ALLOCATION* ($ x million)
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	**$1,587**
BART Expansion and Maintenance	$349 ~~$749~~
Bus Operations, Maintenance and Rapid Bus Projects	$1,548
Commuter Rail Improvements	$832 ~~$432~~
Ferry Services in Alameda County	$39
Affordable Transit for Youth, Seniors and People with Disabilities	**$964**
Affordable Youth Transit to School and Transit Innovation	$190
Affordable Transit for Seniors and People with Disabilities	$774
Traffic Relief on Streets and Highways	**$3,025**
City and County Streets*	$2,348
Highway Safety and Efficiency	$677
Clean Transportation, Community Development, Technology and Innovation	**$1,028**
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	$651
Community Development Projects to Improve Access to Jobs and Schools	$300
Technology and Innovation	$77
TOTAL INVESTMENTS (YEAR 2015 TO 2045)**	**$7,785**

Notes:
*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.
**Estimated funds from 2015 to 2045 are anticipated to be almost $8 billion.

$7,785 in Total Investments Year 2015 to 2045



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount ($ x millions)	% of Total Funds
 **BART, Bus, Senior, and Youth Transit (48%)**	Transit: Operations, Maintenance, and Safety Program	AC Transit	$1,455.15	18.8%
		Altamont Commuter Express	$77.40	1.0%
		BART Maintenance	$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	$38.70	0.5%
		Livermore Amador Valley Transit Authority	$38.70	0.5%
		Union City Transit	$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	$15.00	0.19%
		Subtotal	**$1,857.63**	**24%**
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	$232.20	3.0%
		East Bay Paratransit - AC Transit	$348.31	4.5%
		East Bay Paratransit - BART	$116.10	1.5%
		Coordination and Service Grants	$77.40	1.0%
		Subtotal	**$774.01**	**10%**
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	$10.0	**14%**
		Alameda to Fruitvale BART Rapid Bus	$9.0	
		Grand/MacArthur BRT	$6.0	
		College/Broadway Corridor Transit Priority	$10.0	
		Subtotal	**$35.0**	
	BART System Modernization and Expansion	Irvington BART Station	$120.0	
		Bay Fair Connector/BART METRO	$100.0	
		BART Station Modernization and Capacity Program	$90.0	
		~~BART to Livermore~~	~~$400.0~~	
		Subtotal	**$~~710.0~~310.0**	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	$120.0	
		Union City Intermodal Station	$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	$110.0	
		Oakland Broadway Corridor Transit	$10.0	
		Capitol Corridor Service Expansion	$40.0	
		Valley Link	$400.0	
		Subtotal	**$~~355.0~~755.0**	
	TOTAL		**$3,731.64**	**48%**

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.
BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.
All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

ACTC_AR2949

BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments. Funds for operations and maintenance will be provided to transit operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing ~~BART~~ rail system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, $1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

Transit Operations and Maintenance Program (21.55% of net revenue, estimated at $1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) $Millions
AC Transit	18.8%	$1,455
ACE	1.0%	$77
BART Maintenance	0.5%	$39
WETA (ferries)	0.5%	$39
LAVTA (WHEELS)	0.5%	$39
Union City Transit	0.25%	$19
Total Transit Operations	**21.55%**	**$1,668**

Affordable Youth Transit Pass Program ($15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at $175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

ACTC_AR2950

BART STATION ~~EXTENSION~~ AND SYSTEM IMPROVEMENTS ($37~~7~~10 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system~~, as well as provide local funding for a proposed BART extension in the eastern part of the county.~~

~~BART to Livermore ($400 M)~~

~~This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.~~

BART Station Upgrades and System Improvements ($310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.



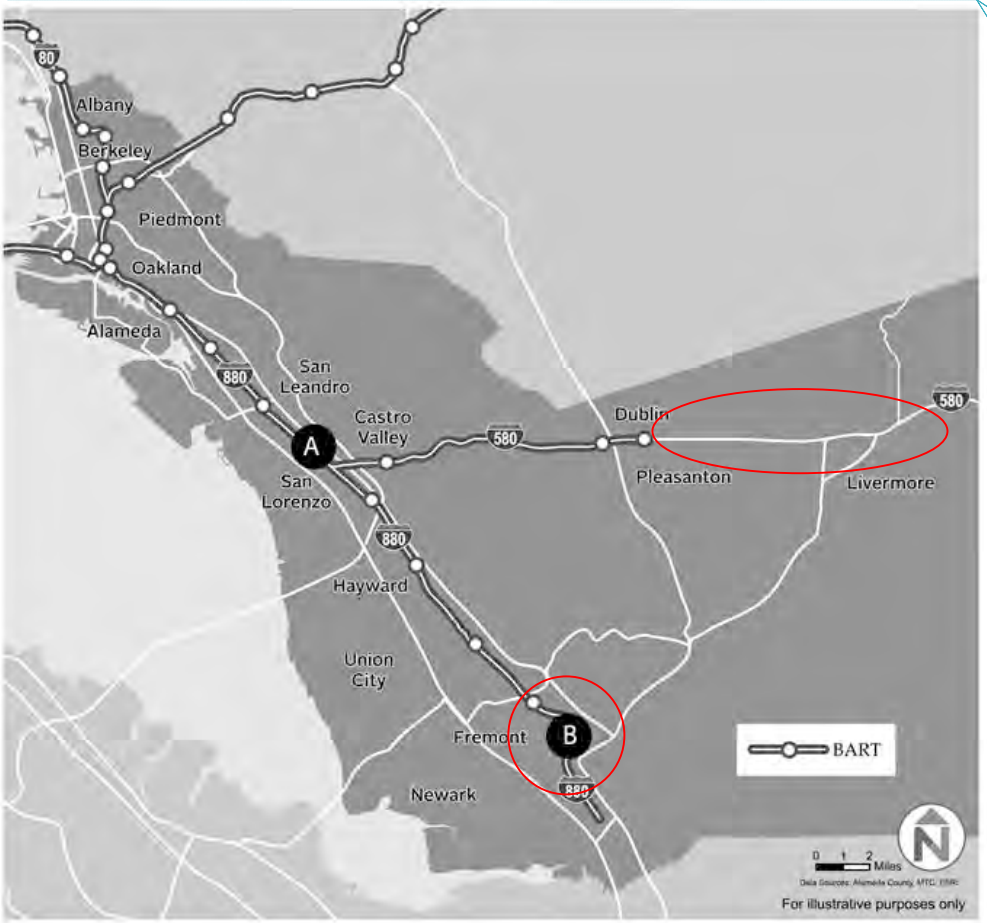
- **The Bay Fair Connector/BART METRO project will receive $100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive $90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.

- **The Irvington BART Station will receive $120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

ACTC_AR2951

BART INVESTMENTS



A Bay Fair Connector / BART METRO

B Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities

Commented [ACTC1]: Bottom circle: The new "B" is Irvington BART Station, and below that removal of "C"

Commented [ACTC2]: Top circle: Removal of the original "B – BART Extension to Livermore (within the I-580 corridor)"

Commented [ACTC3]: Middle circle: Change the original "C – Irvington BART Station" to a new "B"

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS ($~~355~~ 755 M)

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Corridor Area Transportation Improvements ($120 M)

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

Union City Intermodal Station ($75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.



Capitol Corridor Service Expansion ($40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

Railroad Corridor Right of Way Preservation and Track Improvements ($110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

Oakland Broadway Corridor Transit ($10 M)

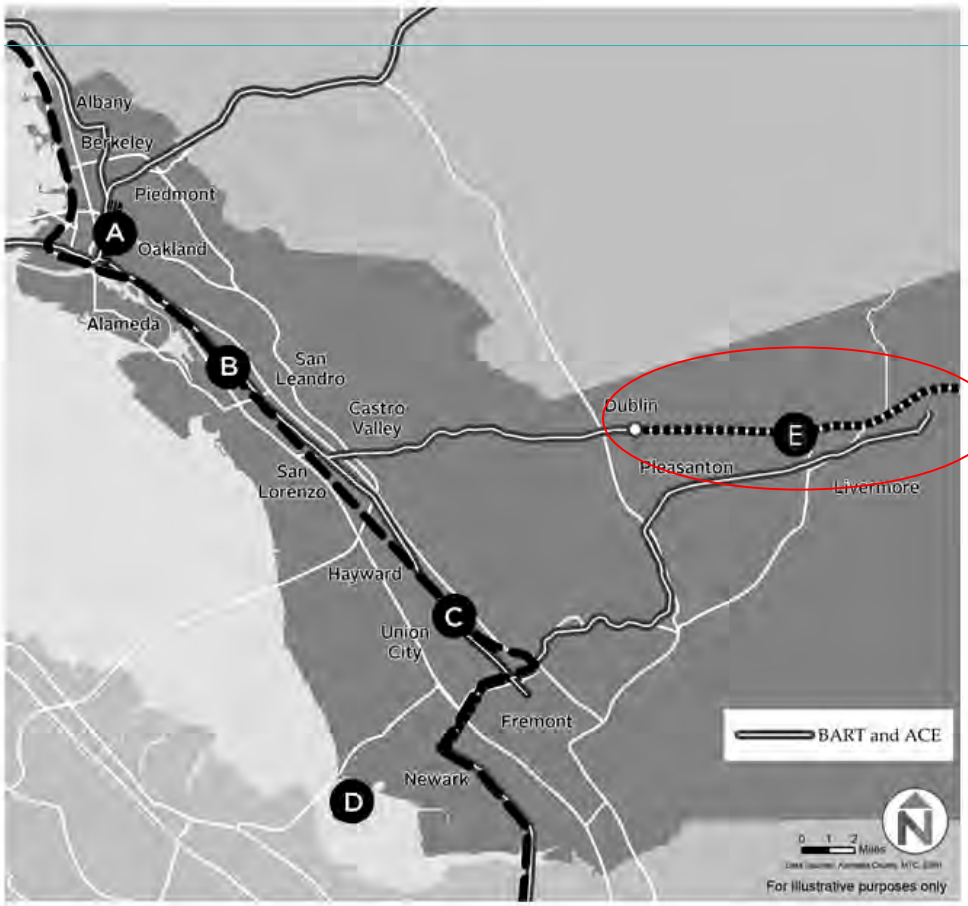
This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

Valley Link Rail in Alameda County ($400 M)

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment, defined as from the Dublin/Pleasanton BART station to the proposed Mountain House station, that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

ACTC_AR2953

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



A Broadway Corridor Transit

B Capitol Corridor Service Expansion

C Union City Intermodal Station

D Dumbarton Corridor Area Transportation Improvements

E Valley Link Rail

Not Shown:
- Railroad Corridor Right of Way Preservation and Track Improvements

Commented [ACTC4]: **Both circles:** Addition of "E – Valley Link Rail" on the map and in the legend

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TEP Amendment Comment Letters

Jurisdiction Comments

Agency	Date	Comments	Response
AC Transit General Manager	July 9, 2020	1. AC Transit's Board of Directors has not had the opportunity to provide official comment and position on the proposed amendment; this letter reflects the comments of AC Transit staff.	Noted.

		2. The Valley Link Rail project appears to have a primary purpose of transporting residents from San Joaquin County to Alameda County, with an ultimate destination in Santa Clara County, similar to existing ACE Train service. Alameda County taxpayers would not directly benefit as much as San Joaquin County residents, especially if there are no committed funds from San Joaquin County.	Expenditures from Measure BB will only be spent on transportation improvements in Alameda County. No expenditures may be made outside of Alameda County. Benefits of the project, including data specific to Alameda County residents where possible, as provided by the Valley Link staff is noted below. Data is based on an extension from Dublin-Pleasanton BART to North Lathrop. o 10,137 Tri-Valley daily boardings in 2040 o 32,993 total daily boardings in 2040 o Annual reduction of 38,880 to 42,650 metric tons of greenhouse gas emissions in 2040 depending on the vehicle variant under consideration o Reduction of approximately 570,000 average weekday vehicle miles travelled in 2040 o Approximately 57% of the project track mileage is in Alameda County o Transit-oriented development in the Tri-Valley including developments at the proposed Isabel station and Southfront station alternative. Valley Link will provide fast and frequent rail service to BART, operating 25 daily roundtrips a day with a focus on serving the Oakland and San Francisco commute. ACE currently operates 4 daily roundtrips with a focus on primarily serving Santa Clara County commuters. Expansion of ACE service is constrained due to operations on Union Pacific tracks in mixed freight.

		3. There are many transportation projects that could improve travel and commute for Eastern Alameda County and would have a better cost-benefit ratio than the Valley Link Rail project and thus, a better and more efficient use of funds. Possible projects such as express bus service and bus rapid transit would fall into this category. Implementing Guideline #22 – "Fund Allocations" under the TEP would allow for such projects to be funded with the allocation.	BART conducted extensive alternatives analysis, as both part of the 2010 Program Environmental Impact Report (EIR) and as part of the subsequent Project EIR certified in 2018. The 2010 Program EIR included analysis of 10 alignment alternatives. The Project EIR included extensive analysis of four alternatives plus a no project alternative. The alternatives included an Express Bus/Bus Rapid Transit Alternative and an Enhanced Bus Alternative. Details of the alternatives can be found here. The analysis included detailed evaluation of potential benefits and impacts, including but not limited to: ridership, vehicle miles traveled, greenhouse gas emissions, capital and operating costs, travel times, integration with land use, and cost-effectiveness. In considering the Project EIR in 2018, the BART Board could not reach consensus on which transit alternative to adopt as a preferred alternative. The BART Board acted to not advance an alternative. The BART Project EIR found mixed performance results for the alternatives. While the cost per new rider for the Express Bus/BRT option was lower than for the rail alternatives, the rail alternatives carried significantly more riders and resulted in a higher reduction in vehicle miles traveled. The Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) was created by the State Legislature in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and

Agency	Date	Comments	Response
			San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. When the BART Board directed the General Manager to not advance an alternative, it effectively passed over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link. The TVSJRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the $400 million from the BART to Livermore TEP project to Valley Link. The TVSJVRRA is currently evaluating alternatives as part of the Valley Link EIR, building off of the work done by BART as well as by ACE as part of the ACE Forward analysis. The 2014 Transportation Expenditure Plan (TEP) #22 Guideline notes, “Fund Allocations: Should a planned project become undeliverable, infeasible or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be reallocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.” The Valley Link project is a Transit project as is the BART to Livermore Project and it is at the Commission’s discretion to act on a plan amendment to use these funds for transit purposes.

Agency	Date	Comments	Response
		4. Given the current financial climate and the uncertainty that lies ahead, it is within reason for ACTC to also consider reallocating the $400 million to any number of under-funded capital projects throughout the county, including transit projects within the AC Transit service area.	The funds that were programmed to BART to Livermore must be used on Transit and the Commission programming actions are subject to geographic equity by planning area. Reprogramming $400M to other parts of Alameda County, rather than exclusively towards improvements built in East County, will impact the original TEP geographic funding distribution by planning area.
Alameda County Board of Supervisors	June 10, 2020	5. Expressed support for the amendment; will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and assure that our residents will finally benefit from the taxes they have paid.	Support noted.
		6. Noted key benefits of the project: - reduction of over 99.4 million Vehicle Miles Traveled - reduction of over 33,000 metric tons of greenhouse gas emissions per year - support advancement of transit-oriented development - protects open space	Benefits noted.
BART General Manager	July 13, 2020 and May 27, 2020	7. Expressed support, with recommendations, of the TEP amendment.	Support noted.
		8. Staff believes this action is consistent with intent of Alameda County voters to invest in transit in the I-580 Corridor. It is important that the $400 M sales tax investment does accrue to Alameda County residents and businesses.	Noted.

Agency	Date	Comments	Response
		9. BART recommends that the amendment to the TEP clearly indicate that required improvements to the BART system in Alameda County resulting from the impacts of the Valley Link Rail project are priority components of the Phase 1 Valley Link Rail project. - Base Project: Impacts to the BART system including additional rail cars and the reconfiguration of the Dublin/Pleasanton station - Core Improvements: improvements to destination stations of Valley Link patrons - I-580 Corridor Faregate Modernization: modernize faregates for all stations in the I-580 Corridor (Castro Valley, West Dublin/Pleasanton, and Dublin/Pleasanton stations)	Valley Link and BART are working together closely to identify potential future impacts and benefits to the BART system, including both capital and operating impacts. Over the course of project development, it is anticipated that the benefits and impacts will be better defined. Based on current ridership forecasts, it appears that there may be some degree of impact to the BART core system in the 2040 horizon. The TVSJVRRA has proposed to enter into an MOU with BART to detail a process to identify and address these future potential impacts. Faregate modernization for non-Valley Link stations does not appear to be directly linked to impacts of the Valley Link project.
BART Director McPartland	May 27, 2020	10. Expressed support for the project approval of TEP amendment.	Support noted.
		11. Noted key benefits of project: to fulfil commitment made to Tri-Valley and reduce traffic on 580/680 corridor and VMT.	Benefits noted.
City of Dublin	May 25, 2020 and July 10, 2020	12. Expressed support for the project and amendment that will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and, after many decades of study, assure that residents will finally benefit from the taxes paid.	Support noted.

Agency	Date	Comments	Response
		13. Noted key benefits of the project: - reduction of over 99.4 million Vehicle Miles Traveled - reduction of over 33,000 metric tons of greenhouse gas emissions per year - support advancement of transit-oriented development - connects Northern California Megaregion's workforce to affordable housing - will provide an estimated 22,000 jobs during construction and went operational support 400 jobs per year	Benefits noted.
City of Livermore	July 10, 2020 and May 28, 2020	14. Expressed support for the project and amendment that will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and, after many decades of study, assure that our residents will finally benefit from the taxes paid.	Support noted.
		15. Noted key benefits of the project: - reduction of over 99.4 million Vehicle Miles Traveled - reduction of over 33,000 metric tons of greenhouse gas emissions per year - support advancement of transit-oriented development - protects open space - connects Northern California Megaregion's workforce to affordable housing - will provide an estimated 22,000 jobs during construction and went operational support 400 jobs per year	Benefits noted.

Agency	Date	Comments	Response
City of Pleasanton	May 26, 2020 and June 26, 2020	16. Expressed support for the amendment. The Valley Link Project will complete the regional rail concept initially envisioned for the Tri-Valley decades ago and meets the vision and goals of Measure BB by expanding regional rail, providing traffic relief, improving air quality by providing clean transportation.	Support noted.
		17. Noted key benefits of the project: - reduction of greenhouse gas emissions - included renewable energy sources and sustainable construction practices - supports transit-oriented development - protects open space	Benefits noted.
City of Union City	July 21, 2020	18. Expressed support for the amendment request.	Support noted.
		19. Noted benefits of the project: - mega-regional cooperation - provides connectivity to other transit providers - provides service between housing and job centers - facilitates the movement of goods - provides a transit alternative to reduce greenhouse gas emissions - supports transit-oriented development	Benefits noted.
LAVTA	May 25, 2020	20. Expressed support for the project and amendment that will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and, after many decades of study, assure residents will finally benefit from the taxes paid.	Support noted.

Agency	Date	Comments	Response
		21. Noted key benefits of the project: - reduction of over 99.4 million Vehicle Miles Traveled - reduction of over 33,000 metric tons of greenhouse gas emissions per year - support advancement of transit-oriented development - protects open space	Benefits noted.
San Joaquin Regional Rail Commission	July 2, 2020	22. Expressed support for the amendment request.	Support noted.
		23. Noted key benefits of the project: - fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore - supports an intermodal connection between ACE and the BART system and the advancement of the Altamont Corridor Vision. - will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor - estimated 28,000 are projected to ride the Valley Link system in 2040 - reduction of over 99.4 million Vehicle Miles Traveled (VMT) - reduction of over 33,000 metric tons of greenhouse gas emissions per year	Benefits noted.

Public Comments

Organization/Individual	Date	Comments	Response
Bay Area Council	May 27, 2020	24. Expressed support for the project and amendment that will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and, after many decades of study, assure residents will finally benefit from the taxes paid.	Support noted.
		25. Noted key benefits of the project: - reduction of over 99.4 million Vehicle Miles Traveled - reduction of over 33,000 metric tons of greenhouse gas emissions per year - supports advancement of transit-oriented development - protects open space	Benefits noted.
Alameda County Taxpayers Association	May 22, 2020	26. Expressed opposition to transferring funds to Valley Link at this time.	Opposition noted.
		27. Encourages narrow reading of TEP as to intention of voters and sees need for full alternatives analysis completed including consideration of express bus. States that ACTA will vigorously oppose any plan to divert these funds away from a voter-approved project.	See response to Comment 3.

Organization/Individual	Date	Comments	Response
		28. Troubled by transferring funds before San Joaquin contribution is secured.	The proposed TEP amendment states that funds are for construction only in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment. The TVSJVRRA is working closely with cities in San Joaquin County, SJCOG, and the state to secure additional funding for the project. Thus far, the City of Tracy has committed to donation of a key 200-acre parcel under City ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $40 million. In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds.
Bay Area Transportation Working Group	May 11, 2020 and May 23, 2020	29. Expressed opposition to the project and amendment.	Opposition noted.

Organization/Individual	Date	Comments	Response
		30. A full unbiased feasibility study must be done, including assessment of projected ridership, cost-effectiveness, and funding opportunities of Valley Link and other transportation options for the corridor. Stated that the BART staff recommended a significantly upgraded bus option to its Board in 2017 that would better serve the transportation needs to Pleasanton and Livermore. Stated that the Bay Area Transportation Working Group conducted an extensive investigation of a bus alternative and concluded that in terms of improving the access of the people of Livermore to BART, well-appointed buses operating in bus-only lanes would be a far cheaper and better option.	See response to Comment 3. The BART staff did not recommend an alternative to the BART Board when considering the adoption of the Final BART to Livermore Environmental Impact Report on May 24, 2018.
		31. Valley Link primarily benefits non-Alameda County residents.	See response to Comment 2.

Organization/Individual	Date	Comments	Response
		32. Changes brought about by COVID must be considered.	The long-term travel and commute impacts of COVID are unknown at this time. In developing the region's long-range transportation plan, Plan Bay Area 2050, MTC's direction is to assume that long-term travel and development patterns do not significantly change as a result of COVID-19; rather those impacts are largely concentrated in the early years of the Plan. Projects under development within the Bay Area must be consistent with MTC's long-range plan.
Bike East Bay	May 11, 2020	33. Bike East Bay supports transit but has questions and concerns regarding the project.	Support with concerns noted.
		34. Concerned there was not sufficient public outreach in Livermore to generate support for the project. Where are the residents of Livermore on the project?	To-date there has been extensive public outreach in Livermore, first as part of the BART to Livermore project and subsequently when the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJRRA) developed the Project Feasibility Report. The TVSJVRAA documented outreach it conducted in Appendix B of the Project Feasibility Report. The City of Livermore also conducted significant outreach as part of the Isabel Neighborhood Specific Plan, which is closely tied to rail service in Livermore. Livermore also recently advanced an application to form a new Priority Development Area (PDA) by the proposed site for a future station, the Southfront Station PDA, which was approved by ABAG in February 2020.
		35. Hour headways off-peak is not high-quality transit. What can be done to convert this to good transit?	As the project development has advanced, the planning service frequencies have been updated. The TVSJRRA is currently planning for 12-minute frequencies in the weekday peak, 24-minute frequencies in the off-peak, and 36-minute frequencies on weekends and holidays by 2040.

Organization/Individual	Date	Comments	Response
		36. Requested information regarding the potential impacts of the current financial crisis on the project.	Alameda CTC is carefully monitoring the impact of COVID-19 on sales tax revenues. Sales tax revenues are received from the California Department of Tax and Fee Administration (CDTFA) two months in arrears, and staff has been updating the Commission as data becomes available. Alameda CTC has not developed a 5-year sales tax revenue projection at this point given the large uncertainties regarding the depth and breadth of the recession and the lack of sales tax receipt data received to date. Revenue projections for FY2020-21 were included in the agency budget that was adopted in May 2020, which can be found on Alameda CTC's website at the following link: https://www.alamedactc.org/wp-content/uploads/2020/05/7.1_COMM_FY2020-21_Proposed_Budget_20200528.pdf. The budget for sales tax revenues for FY2020-21 will be updated if and when appropriate based on data received from the CDTFA. Formulas used to calculate Direct Local Distributions (DLD) are not affected by increases or decreases in sales tax revenue collections. Alameda CTC's website also includes sales tax projections for DLDs for FY2020-21 here. Alameda CTC currently does not anticipate any impact to payments to jurisdictions for other grants nor specific projects or programs due to COVID-19.

Organization/Individual	Date	Comments	Response
Building and Construction Trades Council of Alameda County	May 26, 2020 (same as May 11 letter)	37. Expressed support for the project and amendment that has been under development dating back to the 1960s when the BART system was originally envisioned.	Support noted.
		38. Noted key benefits of the project: - cost effective and efficient in that it uses currently existing transportation rights of way - will provide transportation alternatives that will benefit the environment, economy and quality of life of residents and Bay Area workers - sustainable technology - reduction of over 99.4 million Vehicle Miles Traveled - reduction of over 33,000 metric tons of greenhouse gas emissions per year - supports transit-oriented development - will provide an estimated 22,000 jobs during construction and between $2.6 billion and $3.5 billion in revenues	Benefits noted.

Organization/Individual	Date	Comments	Response
		39. Supports advancing the amendment now so the project can compete for additional funding.	Support noted. The ability to leverage local sales tax dollars to secure competitive regional, state and federal funds is a key principle of local sales taxes. By being able to show a commitment of local funding, the project will be more competitive for regional, state and federal funding.
Chabot-Las Positas Community College	May 25, 2020	40. Expressed support for the amendment and notes fulfilment of commitment to tri-valley and benefits for student population from both Tri-Valley and 580-880 corridors.	Support and benefits noted.
Innovation Tri-Valley Leadership Group	May 7, 2020	41. Expressed support for the amendment, which fulfills a long-standing vision for rail connections from Dublin/Pleasanton to Livermore, and is consistent with the original intent and vision of Measure BB for rail connectivity in the Tri-Valley.	Support noted.
		42. Noted congestion reduction benefits of the project and the need to provide transportation alternatives in the corridor to benefit the environment, the economy and the quality of life of residents and workers.	Benefits noted.
		43. Amending the TEP now is important to allow the Authority to leverage local funds with State, federal and private funding to complete the project.	Support noted.

Organization/Individual	Date	Comments	Response
Laborers' Local 304 (Rafael Gonzalez)	May 26, 2020	44. Expressed support for the project and amendment.	Support noted.
		45. Noted key benefits of the project: - cost effective and efficient in that it uses currently existing transportation rights of way - will provide transportation alternatives that will benefit the environment, economy and quality of life of residents and Bay Area workers - sustainable technology - reduction of over 99.4 million Vehicle Miles Traveled - reduction of over 33,000 metric tons of greenhouse gas emissions per year - supports transit-oriented development	Benefits noted.
Livermore Chamber of Commerce	May 8, 2020	46. Expressed support for the proposed amendment to provide an urgently needed and long-awaited effective rail connection between Livermore and the Dublin/Pleasanton BART station.	Support noted.
Hacienda	June 9, 2020	47. Expressed support for the project and amendment that advance long-held objectives of creating a viable rail connection between alameda and San Joaquin Counties.	Support noted.

Organization/Individual	Date	Comments	Response
		48. Critical employment centers, such as Hacienda, need to make sure that all corridors leading into the Tri-Valley provide easy and convenient access for businesses whose labor supply extends into outlying areas. Likewise, residents at Hacienda similarly need the ability to enjoy access to corridors connecting the Tri-Valley with the larger region.	Support noted. Valley Link would provide access to support businesses and residents at Hacienda.
		49. Noted key benefits of the project: - reduction of over 99.4 million Vehicle Miles Traveled - reduction of over 33,000 metric tons of greenhouse gas emissions per year - supports advancement of transit-oriented development - protects open space	Benefits noted.
Jon M Spangler	July 15, 2020	50. Expressed opposition to the project and amendment.	Opposition noted.
		51. Inadequate public noticing of the comment period: - The project was never on the 2014 Measure BB project list - Very limited public notice or input and almost no publicity - Process to submit public comment was not noticed on Alameda CTC's website	The following are amendment requirements as specified in the 2014 Transportation Expenditure Plan (2014 TEP) Implementing Guidelines: "4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment."

Organization/Individual	Date	Comments	Response
			The comment period is for jurisdictions in Alameda County. Alameda CTC staff provided notification to the governing boards of all cities, the county and transit operators in Alameda County who are represented on the Alameda CTC Commission of a 45-day comment period regarding the proposed amendment, which included direction on how comments must be submitted to the Commission. The notifications were sent via email and hard copy through the US Postal Service on May 29, 2020. The public noticing process is consistent with what is required in the TEP Implementing Guidelines. The process was described at the May Alameda CTC Committee and Commission agenda materials and discussed at the meetings. Alameda CTC is responding to all public comments received. Comments were received by member jurisdictions as well as advocacy organizations and individual members of the public expressing a diversity of viewpoints on the proposed amendment.

Organization/Individual	Date	Comments	Response
		52. No environmental impact report is not complete so there is not detailed information available regarding the rail project's effects.	As with all projects in the 2014 TEP, the project must meet specific environmental deadlines and comply with regional, state and federal requirements. There is no legal requirement and the TEP does not require that projects must complete an environmental document before being in the plan, nor does it require that full funding is required before being in the plan. Every project in the 2014 TEP has a funding shortfall; the sales tax dollars are intended to be leveraged with other local, regional, state and federal funds to deliver the projects. Most of the named capital projects in the 2014 TEP did not have completed EIRs when the TEP was approved by voters. Only four of the 21 named capital projects in the TEP had an approved EIR when the TEP was approved by voters. The Draft EIR is anticipated to be released in fall 2020.
		53. No detailed evaluation of other alternatives such as extending BART service to Livermore.	See response to Comment 3.

Organization/Individual	Date	Comments	Response
		54. Concerned with exurban sprawl and the need to re-establish patterns of living close to work. Before the Valley Rail project received any public funding, policies must be established to ensure that only higher-density, compact growth will be allowed in these outlying areas.	The TVSJVRRA has adopted a Transit Oriented Development (TOD) Policy to support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to: • Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations. • Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans. The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently added as a new PDA.
		55. The additional demand on BART and the mechanism for funding BART's added costs should also be detailed ahead of making large expenditures like this.	See response to Comment 9.

Organization/Individual	Date	Comments	Response
		56. Large-scale policy and planning decisions and clearer understanding of Valley Link's overall impacts on growth and additional sprawl in the exurbs and suburbs must be very carefully calculated before, not after, such a project is funded.	See response to Comment 52.
		57. With future sales tax revenues in doubt and existing transit systems in crisis, the funding should remain unspent, be allocated to other voter-approved Measure BB projects, or used to support existing transit agencies and services.	See responses to Comments 3 and 4.
Law Offices of Jason A. Bezis	May 28, 2020	58. Expressed opposition to the TEP Amendment.	Opposition noted.
		59. Stated that the Amendment would be a bait and switch while voters distracted by the COVID-19 pandemic and is a major decision that should not be made during an emergency.	The Alameda County Transportation Commission continues to operate during the COVID pandemic, including acting on advancing projects approved by voters in the 2014 Transportation Expenditure Plan.
		60. Stated that the Valley Link Rail project to Altamont Pass is a drastically different project than BART to Livermore and raised concerns about funding being spent outside of the county and for little to no benefit to Alameda County taxpayers.	See response to Comment 2.

Organization/Individual	Date	Comments	Response
		61. Stated that the Amendment upsets to overall geographic equity consensus that underpins the Measure BB TEP, as the benefits to the residents of the Tri-Valley are less than they would have been is BART to Isabel Avenue had advanced.	This Amendment preserves the original geographic funding distribution of the 2014 TEP. When the 2014 TEP was crafted by the Commission, it was done so to address geographic equity in investments and to reach consensus on a set of projects and programs that would provide benefits in all areas of Alameda County. The Amendment does not propose redistributing funds outside of the East Planning Area.
		62. Stated that the Commission is acting prematurely, with too many unknowns, and highlighted the need for the EIR to be released and an implementation plan and funding plan to be complete.	See responses to Comments 3 and 52. The proposed TEP amendment states that funds are for construction only in Alameda County and shall not be used until full funding commitments are identified and approved
		63. Raised concerns regarding potential impacts on crowded BART trains.	See response to Comment 9.
		64. States that alternatives need to be further evaluated. The commenter specifically advocated for an express bus alternative that was identified in the 2003 Caltrans I-580 widening study as a cost-effective alternative that could be implemented quickly, or for a t-BART proposal that would utilize existing rail corridors in the Tri-Valley.	See response to Comment 3. Conditions have changed since 2003 with the construction of the I-580 Express Lanes. BART did analysis in 2018 (Comment 3) and express bus was considered but not recommended to be advanced.
		65. Noted that voters in the Tri-Valley did not support Measure BB and suggested that voters in the Tri-Valley vote on whether or not to reallocate the $400 million.	Measure BB passed based on total votes in the county, not based on geographies within the county. The TEP Implementing Guidelines lay out the Amendment process. This proposed Amendment is following that process.

Organization/Individual	Date	Comments	Response
		66. Stated that the decision should not be made until after the fall elections, which will result in new mayors for all three cities in the Tri-Valley and a new county supervisor.	Actions taken at the Alameda County Transportation Commission are done based upon the 22 members representing the full Commission and are not made on a planning area basis.
		67. Stated that Livermore residents would be betrayed if the Amendment proceeds, as they would continue paying taxes with no BART service and diminished local streets and road funding.	The Valley Link project includes rail stations, and rail service connecting directly into the BART system. The City of Livermore submitted a letter of support for the project. See also response to Comment 34.
		68. Raised concerns regarding the Measure BB campaign.	See Memorandum, Attachment A to this Comment Matrix.
Sierra Club	May 11, 2020 and July 13, 2020	69. Expressed opposition to the proposed actions. Recommend that no action be taken for the foreseeable future, at least until after completion of a full Environmental Impact Report process and other related documentation, and until there is a return to financial stability for Measure BB sales tax funds.	See response to Comments 52 (regarding environmental analysis) and 36 (regarding sales tax).
		70. Expressed no current position regarding the project itself, pending much more documentation and analysis for both decisionmakers and the public.	Noted the desire for more documentation and analysis.

Organization/Individual	Date	Comments	Response
		71. Insufficient comment period: - No notice was provided to the public or posted on the Alameda CTC website - The public was not informed how to communicate with elected representatives so that timely and informed comments by the jurisdiction could be submitted	See response to Comment 51.
		72. Request that all comments by jurisdictions be posted on the Alameda CTC website by the end of July 2020 so that the public can communicate on this matter with their elected officials.	Per direction of the Commission in May 2020, all comments will be posted with the September materials for the Planning, Policy and Legislation Committee (PPLC) along with a comment and response matrix.
		73. Request information regarding the potential/expected impact on other transit recipients if Valley Link is approved as a new agency that is eligible for Measure BB funds, including for operations? Does the selective omission of Valley Link in the "redlined" Appendix C of the May 28 materials mean that Valley Link will not be an eligible recipient under the Category of "Transit: Operations, Maintenance, and Safety Program"?	The TEP amendment request did not include a request for operating funds and, therefore, consideration for operating funds is not subject to this amendment. Redistribution of funds for operations would require a separate amendment, which has not been requested.

Organization/Individual	Date	Comments	Response
		74. The entire package of proposed actions is premature before completion of a full Environmental Review process, which is necessary to determine the viability, appropriateness, and environmental impact of the proposed project.	See response to Comment 51.
		75. Concerned the actions are being rushed, especially given the magnitude of current revenue uncertainties.	The TVSJVRRA submitted its request for the TEP Amendment to Alameda CTC in September 2019. Over the past year, Alameda CTC has participated on a project Executive Steering Committee with MTC, BART, SJRRC, Caltrans, and the California State Transportation Agency to provide input on the development of the feasibility report and project development. Alameda CTC also evaluated initial project designs related to potential impacts on the I-580 Express Lanes; those discussions will continue as the design progresses. See response to Comment 36 regarding sales tax.

Organization/Individual	Date	Comments	Response
		76. Current financial projections and analyses identify significant shortfalls in sales tax revenues at all levels for the foreseeable future. Please identify your responses below both with, and without, the impact of ACTC approval of the proposed Valley Link actions: - What are the current estimates and projections for Measures B and BB revenues (for at least the next 5 years), and as compared to previous actuals? - How will these changes in revenues affect DLD formulas, as well as other anticipated payments to jurisdictions and/or projects or programs?	See response to Comment 36.

		77. There is no "entitlement" for Measure BB funds from the cancelled "BART to Livermore" project for either the Tri-Valley planning area or even for a rail project, and the voters who actually approved Measure BB, with the "BART to Livermore" project, were, in large part, not primarily from the Tri-Valley. There should be an open, full and fair competitive assessment to determine any re-programming of that project's successor, per Implementing Guideline 22 from the TEP. ***22. Fund Allocations****: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets, 4 Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.*	See responses to Comments 3 and 4.

Organization/Individual	Date	Comments	Response
		78. Valley Link violates the "inter-regional commuting" policy of SB 375 and Plan Bay Area.	SB 375 applies to regional transportation plans/sustainable communities strategies (RTP/SCS) that are adopted by metropolitan transportation organizations (MPOs) in the state of California. As it relates to this project, the two MPOs are the Metropolitan Transportation Commission (MTC) and the San Joaquin Council of Governments (SJCOG). The MTC Commission recently voted to include Valley Link in Plan Bay Area 2050, the RTP/SCS currently in development in the Bay Area region. SJCOG's most recent RTP/SCS was amended in early 2020 to include the Valley Link project. MTC's robust project performance assessment did not identify performance concerns with the Valley Link project regarding the project conflicting with the guiding principles of Plan Bay Area and identified it as a relatively well performing regional rail project.
		79. Valley Link would disadvantage Alameda County residents, taxpayers, and transit riders to the benefit of inter-regional travelers from San Joaquin County.	See response to Comment 2.
		80. ACTC should not act until there is at least a matching financial commitment from San Joaquin County. Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and continuing operations for this multi-county project.	See response to Comment 28.

		81. The ACTC meeting materials from May 28th show the proposed project description only as it would be amended, without including the carefully negotiated original terms – approved by the voters – that are proposed for omission or change now. - What difference does the "initial operating segment" make to the proposal's potential draw on Alameda County funds? - What criteria will be used to assess whether the initial operating segment "most effectively meets" the adopted project goals, and which agency will make that determination? - When will "full funding commitments" be identified and approved for the full project? - Please also explain why the references to "detailed" analysis and "all" alternatives are being deleted.	No Measure BB funds may be expended outside of Alameda County. Measure BB funds could be used for an Initial Operating Segment that would be adopted by the TVSJVRRA Board, which has established project goals against which the proposed project and project alternatives will be measured and considered when considering project adoption. The TVSJVRRA-adopted project goals are: • Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs. • Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service. • Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve. • Be a model of sustainability in the design, construction, and operation of the system. • Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system. Currently the TVSJVRRA is considering two different potential initial operating segments: an extension from Dublin-Pleasanton BART to Greenville, or an extension from Dublin-Pleasanton BART to Mountain House. As stated in the proposed TEP Amendment language, a full funding plan must be identified before Alameda CTC would release Measure BB funds. In addition, Measure BB funds are only allowed to be used for construction. References to "detailed" and "all" are proposed to be removed for clarity and to remove vague qualifying statements. The BART

Organization/Individual	Date	Comments	Response
			to Livermore Project EIR evaluated a number of alternatives, and the Valley Link EIR is also evaluating a number of alternatives.
		82. Several places in the proposed "amendments" describe Valley link as "Commuter Rail," despite the fact that it is proposed to operate throughout the day. Is this an attempt to obviate or avoid an obligation for ADA complementary paratransit service for passengers, or attempted passengers, who may have difficulty using the train service?	Valley Link will comply with all ADA regulations and will work with local transit operators to assure equitable access to the system. Under those regulations, Valley Link clearly falls within the definition of "commuter rail" as it will not operate in exclusive right-of-way and is not a light rail (street car) system by definition. See 49 CFR §37.3, §37.121(c).
		83. There is simply no need to rush into the proposed actions, particularly in the context of the current health and financial crises being faced by the State and local communities. Why not first take time for responsible analysis and an opportunity to see if-how-and-when recovery is able to occur, before committing funds that may not materialize for years to come?	See response to Comment 36.
Pleasanton Chamber of Commerce	May 27, 2020	84. Expresses support for amendment. Cites traffic reduction benefits, fulfilment of voter promise, reduction in VMT.	Support noted. Benefits noted.

Organization/Individual	Date	Comments	Response
Train Riders Association of California	May 26, 2020	85. Urge the Commission to defer action until an Environmental Impact Report is completed.	Comment noted.
		86. Without a certified EIR, there is no evidence to support the claim that the proposed Valley Link project will provide meaningful benefits to Alameda County taxpayers. The Commission has a special duty to taxpayers to make an affirmative finding of benefit, under Section 14 of the Expenditure Plan Guidelines: - No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County.	No Measure BB funding may be spent outside of Alameda County. See response to Comment 2.
		87. Valley Link may result in overcrowding on the BART system that would have serious implications as to whether the project could reasonably be judged as benefitting Alameda County residents.	See response to Comment 9.

Organization/Individual	Date	Comments	Response
		88. An EIR would determine whether Valley Link would result in the construction of any infrastructure or station that would be inconsistent with the land use constraining provisions of Alameda County year 2000 Measure D. An EIR will provide information on the Valley Link project's compliance with the County's Gateway Policy.	The "gateway policy" is part of the Alameda County East County Area Plan - as amended by Measure D. The policies identified in the Plan (as noted in italics below) do not preclude the advancement of Valley Link. The Valley Link project will both facilitate the movement of commercial goods and improve safety in the corridor. • *The County shall assign priority in funding decisions to arterial and transit improvements that would improve local circulation, and to improvements that would facilitate movement of commercial goods.* • *This policy shall not preclude the County from supporting or approving any rail projects or improvements required for roadway safety*.
		89. As the largest single capital project in Measure BB, BART to Livermore was the marquee project. Because of that special status, it demands special treatment above and beyond the 2/3 majority required for an amendment.	The TEP implementing guidelines do not include any special requirements for specific projects. The TEP implementing guidelines specifically state: "4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment."
		Because Measure BB resulted in financial trade-offs between the Tri-Valley and the North County cities through a reweighting of the basic allocation formula for local streets and roads, the entire Expenditure Plan would need to be reopened to assure fairness for all jurisdictions.	See response to Comment 4.

Organization/Individual	Date	Comments	Response
		90. Other alternative projects, including several that TRAC has advocated for, would potentially be far more cost-effective in providing the service that Valley Link seeks to offer.	See response to Comment 3.

Additional Comment Letters Submitted in Advance of the September 14, 2020 PPLC Meeting

Entity	Comments
Alameda County Board of Supervisors	91. Noted support for the project and the proposed amendment.
Alameda County Fairgrounds	92. Noted support for the project and the proposed amendment.
Assemblymember Bauer-Kahan	93. Noted support for the project and the proposed amendment.
Bay Area Council	94. Noted support for the project and the proposed amendment.
Building & Construction Trades Council of Alameda County	95. Noted support for the project and the proposed amendment.
California Automotive Retailing Group, Inc.	96. Noted support for the project and the proposed amendment.
CEMEX	97. Noted support for the project and the proposed amendment.
Chabot Las Positas Community College District	98. Noted support for the project and the proposed amendment.
City of Livermore	99. Noted support for the project and the proposed amendment.
City of Pleasanton	100. Noted support for the project and the proposed amendment.
City of San Ramon	101. Noted support for the project and the proposed amendment.
Dublin Chamber of Commerce	102. Noted support for the project and the proposed amendment.
East Bay Economic Development Alliance, East Bay Leadership Council, Innovation Tri-Valley Leadership Group joint letter	103. Noted support for the project and the proposed amendment.
GILLIG	104. Noted support for the project and the proposed amendment.
Hacienda Business Park	105. Noted support for the project and the proposed amendment.
Innovation Tri-Valley Leadership Group	106. Noted support for the project and the proposed amendment.
International Association of Sheet Metal, Air, Rail and Transportation Workers Local 104	107. Noted support for the project and the proposed amendment.
International Brotherhood of Electrical Workers Local 595	108. Noted support for the project and the proposed amendment.
Livermore Valley Chamber of Commerce	109. Noted support for the project and the proposed amendment.
Livermore Valley Winegrowers Association	110. Noted support for the project and the proposed amendment.

Entity	Comments
MAG Trucking	111. Noted support for the project and the proposed amendment.
Marshall Brothers Enterprises, Inc.	112. Noted support for the project and the proposed amendment.
Metropolitan Transportation Commission	113. Noted support for the project and the proposed amendment.
Northern California District Council LiUNA	114. Noted support for the project and the proposed amendment.
Pleasanton Chamber of Commerce	115. Noted support for the project and the proposed amendment.
Pleasanton City Councilmember Pentin	116. Noted support for the project and the proposed amendment.
Ponderosa Homes	117. Noted support for the project and the proposed amendment.
Robert and Cynthia Panas	118. Noted support for the project and the proposed amendment.
San Joaquin Council of Governments	119. Noted support for the project and the proposed amendment.
San Joaquin Regional Rail Commission	120. Noted support for the project and the proposed amendment.
Senator Steve Glazer	121. Noted support for the project and the proposed amendment.
Sensiba San Filippo CPAs and Business Advisor	122. Noted support for the project and the proposed amendment.
TopCon	123. Noted support for the project and the proposed amendment.
Trish Munro	124. Noted support for the project and the proposed amendment.
Tri-Valley Conservancy	125. Noted support for the project and the proposed amendment.
Tri-Valley San Joaquin Valley Regional Rail Authority	126. Noted support for the project and the proposed amendment.
Tri-Valley Transportation Council	127. Noted support for the project and the proposed amendment.
US Representative Eric Swalwell	128. Noted support for the project and the proposed amendment.
Wente Family Estates	129. Noted support for the project and the proposed amendment.

Verbal Comments & Letters Received for PPLC and Commission Meetings

May 11, 2020 Alameda CTC Planning, Policy and Legislation Committee meeting

The following public comments were heard during the May 11, 2020 PPLC meeting:

- Pat Piras, on behalf of the Sierra Club, spoke during public comment noting that there were too many issues and questions that should be addressed before the recommended actions move forward. Ms. Piras specifically questioned the lack of funding from San Joaquin County, consistency with SB 375, and the financial impact of COVID-19.

The following letters were received for the May 11, 2020 PPLC Meeting and received by Commissioners:

- Gerald Cauthen on behalf of Bay Area Transportation Working Group – expressing concern about reallocation, advocating for buses in bus-only lanes as a superior alternative.
- Dave Campbell on behalf of Bike East Bay – Raised questions about the lack of outreach in the City of Livermore. He mentioned concerns regarding how the financial crisis will impact the proposed project
- Kelly Ellen Marshal on behalf of Building and Construction Trades Council of Alameda County, AFL-CIO – Support of staff's recommendation
- Tim Sbranti on behalf of Innovation Tri-Valley Leadership Group – Support of staff's recommendation
- Dawn P. Argula on behalf of Livermore Chamber of Commerce – Support of staff's recommendation
- Sierra Club (San Francisco Bay Chapter) (Matt Williams, Dick Schneider, Eric Parfrey) – Noted too many issues and questions that should be addressed before the recommended actions move forward; and questioned the lack of funding from San Joaquin County, consistency with SB 375, and the financial impact of COVID-19

May 28, 2020 Alameda CTC Commission meeting:

The following public comments were heard during the May 28, 2020 Commission meeting:

- Jason Bezis stated he did not support staff's recommendation and noted his concerns about the $400 Million being used by San Joaquin residents and not Alameda County residents.
- BART Director John McPartland stated that he supports staff's recommendation.

- Pat Piras, on behalf of the Sierra Club, urged Alameda CTC to defer this action and requested Alameda CTC respond to the letters and comments before the end of the 45-day comment period.
- Gerald Cauthen (President of Bay Area Transportation Working Group) expressed his opposition to staff's recommendation.

The following Public comment letters were received by the noticed deadline for the May 28, 2020 Commission Meeting and provided to Commissioners:

- Alameda County Taxpayers Association – Oppose staff's recommendation
- BART Director John McPartland – Support of staff's recommendation
- BART General Manager Robert Powers – Support of staff's recommendation
- Jim Wunderman writes on behalf of the Bay Area Council – Support of staff's recommendation
- Gerald Cauthen, President and co-founder of the Bay Area Transportation Working Group – Oppose staff's recommendation
- Andreas Culver, Secretary-Treasurer, of the Building and Construction Trades Council of Alameda County – Support of staff's recommendation
- Ronald P. Gerhard, Chancellor of the Chabot-Los Positas Community College District – Support of staff's recommendation
- Linda Smith, City Manager of the City of Dublin – Support of staff's recommendation
- John Marchand, Mayor of the City of Livermore – Support of staff's recommendation
- Nelson Fialho, City Manager of the City of Pleasanton – Support of staff's recommendation
- Tim Sbranti, on behalf of the business and civic leaders who comprise the Innovation Tri-Valley Leadership Group – Support of staff's recommendation
- Rafael Gonzalez on behalf of Laborers' Local 304 – Support of staff's recommendation
- David Haubert on behalf of the Livermore Amador Valley Transit Authority (LAVTA) – Support of staff's recommendation
- Steve Van Dorn, President and CEO of the Pleasanton Chamber of Commerce – Support of staff's recommendation
- David Schonbrunn, President of the Train Riders Association of California, writes to urge the Commission to defer action on amending the Expenditure Plan for Measure BB until Alameda CTC receives an environmental impact report for Valley Link

June 8, 2020 Alameda CTC Planning, Policy and Legislation Committee

1. **Public Comment**
   Pat Piras, on behalf of the Sierra Club, commented on the Valley Link Project and the proposed 2014 Transportation Expenditure Plan amendment. Ms. Piras requested that Alameda CTC respond to questions raised by the Sierra Club, well in advance of the 45-day comment period that is required to amend the 2014 Transportation Plan. She requested to extend the 45-day comment period to end at a later date.

September 14, 2020 Alameda CTC Planning, Policy and Legislation Committee

The following public comments were heard during the September 14, 2020 PPLC meeting:

- Mark Roberts – City Manager, City of Livermore – Support staff's recommendation
- Val Menotti – Chief Planning and Development Officer, BART – BART staff support staff's recommendation and are working closely with Valley Link to develop a Memorandum of Understanding and to ensure potential impacts to the BART system are addressed and that a high-quality experience is provided to the customer
- Guisselle Nunez – Chabot Las Positas Community College – Support staff's recommendation
- Mark Triska – Tri-Valley Conservancy – Support staff's recommendation
- Dan Leavitt – San Joaquin Regional Rail Commission – noted the SJRRC is working closely with Valley Link and that a future Valley Link and ACE service are not duplicative of each other – Support staff's recommendation
- John McPartland – BART director – Support staff's recommendation
- Evan Branning – teacher in the Tri-Valley – Support staff's recommendation
- Steven Dunbar – resident of Livermore – Support staff's recommendation
- Linda Smith – City Manager, City of Dublin – Support staff's recommendation
- John Belperio – Carpenters Union – Support staff's recommendation
- Jennifer – Livermore resident – Support staff's recommendation
- Mario Santa Cruz – field representative for Local 102 – Support staff's recommendation
- Pat Pirus – Sierra Club – Noted opposition of the amendment, as detailed in comment letter. Specific concerns noted verbally include: inconsistency with SB 375 and interregional commute; clarification that Plan Bay Area 2050

has not been adopted; premature to act on the amendment and urged the Committee to wait and see if San Joaquin County passes sales tax, and if an MOU with BART gets signed; and stated there were no credible sales tax estimates. – Oppose staff recommendation
- Martin Espinoza Jr – field rep for the pile drivers – Support staff's recommendation
- Regina –Livermore resident – Support staff's recommendation
- Candice –Alameda County resident – Support staff's recommendation

The following letters were received for the September 14, 2020 PPLC Meeting and received by Commissioners:

Letters of **support for the TEP Amendment** were submitted by the following:

- Alameda County Board of Supervisors
- Alameda County Fairgrounds
- Assemblymember Bauer-Kahan
- Bay Area Council
- Building & Construction Trades Council of Alameda County
- California Automotive Retailing Group, Inc.
- CEMEX
- Chabot Las Positas Community College District
- City of Livermore
- City of Pleasanton
- City of San Ramon
- Dublin Chamber of Commerce
- East Bay Economic Development Alliance, East Bay Leadership Council, Innovation Tri-Valley Leadership Group joint letter
- GILLIG
- Hacienda Business Park
- Innovation Tri-Valley Leadership Group
- International Association of Sheet Metal, Air, Rail and Transportation Workers Local 104
- International Brotherhood of Electrical Workers Local 595
- Livermore Valley Chamber of Commerce
- Livermore Valley Winegrowers Association
- MAG Trucking

- Marshall Brothers Enterprises, Inc.
- Metropolitan Transportation Commission
- Northern California District Council LiUNA
- Pleasanton Chamber of Commerce
- Pleasanton City Councilmember Pentin
- Ponderosa Homes
- Robert and Cynthia Panas
- San Joaquin Council of Governments
- San Joaquin Regional Rail Commission
- Senator Steve Glazer
- Sensiba San Filippo CPAs and Business Advisor
- TopCon
- Trish Munro
- Tri-Valley Conservancy
- Tri-Valley San Joaquin Valley Regional Rail Authority
- Tri-Valley Transportation Council
- US Representative Eric Swalwell
- Wente Family Estates

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MEMORANDUM

September 3, 2020

TO: Alameda County Transportation Commission

FROM: R. Zachary Wasserman

RE: Comments from Jason Bezis regarding the 2014 campaign to approve Measure BB as part of Valley Link comments

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Jason Bezis submitted a number of comments on the Valley Link amendment which are addressed as part of the Comment Matrix. In addition to comments about both the substance and the process for this amendment, he added irrelevant comments about the 2014 election that approved the extension and increase of the sales tax supporting transportation projects and programs in Alameda County. Mr. Bezis raised these issues in 2014 and 2015 with the Commission and with the State Fair Political Practices Commission ("FPPC"). The Commission retained an independent law firm, Renne Sloane Holtzman Sakai to investigate the issues he raised. Randy Riddle of that firm conducted a thorough factual investigation and legal analysis, resulting in a 62-page report. The report concluded that no laws were violated, that no public funds were improperly used and that no conflict of interest rules were violated by any of the actions raised by Mr. Bezis. Mr. Riddle did recommend that Commission staff receive formal ethics training about campaign rules. That training has been provided as part of a broader ethics training program.

Mr. Bezis made a complaint to the FPPC with similar issues. The FPPC reviewed the complaint and a response from ACTC and declined to investigate those complaints. A similar, but more vague complaint was made by Jerry Cauthen to the FPPC. After reviewing the report by Randy Riddle, the FPPC also declined to investigate that complaint.

These issues are entirely irrelevant to the Valley Link amendment and as noted have been thoroughly investigated and rejected by both the Commissions independent investigator and the FPPC. No further response is necessary.

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Alameda-Contra Costa Transit District

July 9, 2020
Mayor Pauline Cutter
Alameda County Transportation Commission Chair
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Valley Link TEP Amendment

Dear Chair Cutter,

Thank you for providing AC Transit and other jurisdictions in Alameda County the opportunity to comment on the Alameda County Transportation Commission (ACTC) and Tri-Valley San Joaquin Valley Regional Rail Authority's (TVSJVRRA) proposed amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to reprogram $400 million in the Measure BB funds from the BART to Livermore project to the Valley Link Rail project. Please note that AC Transit's Board of Directors has not had the opportunity to provide official comment and position on the proposed amendment and AC Transit's Board representative has indicated she will be guided by the board's direction. Therefore, this letter reflects the comments of AC Transit staff.

As a primary transportation provider in Alameda County, AC Transit has interest in the county's transportation services and the establishment of a comprehensive, multi-modal transit network. As a result, staff has the following comments with regard to the proposed amendment:

- Though the BART to Livermore project did not align with BART's service priorities, the project was primarily intended for Alameda County residents, employees and taxpayers. Any alternate use of the funding allocation should benefit the same population in the county. This is consistent with Implementing Guideline #14 - "No Expenditures Outside of Alameda County" under the TEP.

  The Valley Link Rail project appears to have a primary purpose of transporting residents from San Joaquin County to Alameda County, with an ultimate destination in Santa Clara County, similar to existing ACE Train service. ACTC Staff and Valley Link Project staff were unable to clarify this issue when asked by the AC Transit Board. If the funding allocation is transferred to this project, Alameda County taxpayers would not directly benefit as much as San Joaquin County residents, especially if there are no committed funds from San Joaquin County.

- Appropriate use of the $400 million in funding should be to help create a comprehensive multimodal transportation network that serves the residents, employees and taxpayers of Alameda County. There are many transportation projects

that could improve travel and commute for Eastern Alameda County and would have a better cost-benefit ratio than the Valley Link Rail project and thus, a better and more efficient use of funds. Possible projects such as express bus service and bus rapid transit would fall into this category. Implementing Guideline #22 – "Fund Allocations" under the TEP would allow for such projects to be funded with the allocation.

- Given the current financial climate and the uncertainty that lies ahead, it is within reason for ACTC to also consider reallocating the $400 million to any number of under-funded capital projects throughout the county, including transit projects within the AC Transit service area that are identified in multiple countywide plan documents. Per Implementing Guideline #4 – "Amendments Require 2/3 Support" of the TEP, ACTC could amend the plan with a 2/3 supporting vote of the commission and distribute funds to existing planned or proposed projects.

Again, thank you for giving AC Transit the opportunity to comment on this proposed amendment to the TEP. Should you have any questions or need clarification on the above comments, please do not hesitate to contact AC Transit staff.

Sincerely,



Michael Hursh
General Manager

BOARD OF SUPERVISORS

June 10, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

RE: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services – firefighters, police, nurses, and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

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We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Richard Valle, President
Alameda County Board of Supervisors

CC: Alameda County Transportation Commissioners
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

From: Marcus Crawley
To: Vanessa Lee
Subject: Tri Valley $400 million
Date: Saturday, May 23, 2020 7:59:43 AM

Pauline Cutter, Chair, and ACTC Commissioners May 22, 2020
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)

Dear Chair Cutter:

The Alameda County Taxpayers Association (ACTA), a 501(c)(4) organization, represents the taxpayers of this County in advocating legal and productive expenditures of taxpayer funds. As such, ACTA is a statutory appointer of a member of the ACTC Independent Watchdog Committee.

Alameda County Taxpayers Association [ACTA] is troubled by plan to transfer $400 million BART funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority. The Alameda County voters approved the Special Tax of Measure BB and to be dedicated for Alameda County transportation projects such as the BART to Livermore extension. The foremost consideration of ACTC must be the will of the voters. ACTC must narrowly construe the intention of the voters regarding the 'specific purposes' of the Measure BB special sales tax. The voters did not contemplate that the Measure BB taxes would single-handedly fund multi-county projects in the absence of funds contributions from other counties. When the Tri-Valley Authority has produced its share of the project funding, the ACTC can plan how to spend Tri-Valley Authority funds. ACTA will vigorously oppose any plan to divert these funds away from a voter-approved project.

For the present ACTC must demonstrate that it can plan a viable project by solving the BART to Livermore extension. This Committee must demonstrate leadership and build consensus on existing Alameda County projects, not leap ahead to the next glorious project that has not even been planned. As a first step in leadership, the committee should use its power to make the promised annual audits of Measure BB expenditures a reality.

We call on ACTC to table this action until such time as a proper study be made of this project and the logical alternatives, including a long-haul commuter express bus network for both Eastern Alameda County along the I-580 Corridor and over the hills from the Central Valley. We certainly have no objection to working jointly with Central Valley governments and other interest groups on a project of mutual benefit. However, we do not understand why ACTC is proposing that the Alameda County taxpayers be the first to transfer funds approved by the voters to benefit primarily Alameda County residents to a project that would instead primarily benefit residents of other counties – particularly since there is no commitment from those counties, or even an idea of when such a commitment might be made.

The $400 million was originally approved by the voters as part of Measure BB in 2014 for a BART extension to Livermore. The BART Board elected not to pursue this, so we agree it is proper to study other transportation improvements in this corridor – but, we believe that the first priority should be for what the voters intended, benefits for the residents and travelers along the I-580 corridor in the Eastern Tri-Valley area.

We do not object to the study of rail alternatives in this corridor and into the Central Valley, either BART or commuter/inter-city rail. But, in our role as a taxpayer advocate, we believe that it would be improper to advocate for rail unless and until a proper, unbiased study fairly considers other options, including a bus system on dedicated lanes, that could require far less taxpayer dollars and could be completed much faster. If the study shows that Valley Rail is the best option and is fair to the taxpayers and the traveling public, and is feasible, then ACTC should consider this $400 million reallocation at that time.

We do not understand the necessity nor the benefit of making this decision so early in the planning process.

I will be commenting on this matter at the Commission meeting.

Thank you for your consideration of the position of the Alameda County Taxpayers Association on this important matter before the Commission.

Respectfully submitted,

Marcus Crawley -President of

ACTA

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
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2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As BART Director (District 5) and representative for my constituents and taxpayers in the Tri-Valley area, I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades. The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

I urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

John McPartland
BART Director, District 5

www.bart.gov

Cc: BART Directors and Board Appointed Officers
Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

May 27, 2020

Via Email

Mayor Pauline Cutter, Chair
c/o Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 95607
vlee@alamedactc.org

RE: Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request

Chair Cutter:

Thank you for the opportunity to comment on the above referenced item. On behalf of the San Francisco Bay Area Rapid Transit District (BART), I would like to express support for beginning a 45-day comment period on the proposed amendment to the 2014 Measure BB funded TEP, as described in the staff memorandum.

In May 2018, the BART Board of Directors certified the Final Project EIR for the BART to Livermore extension, and directed staff not to advance a specific project in the Tri-Valley. Pursuant to AB 758 (Baker), the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) at that point assumed responsibility to advance a rail project in the corridor. Since then, BART staff have been engaged with the TVSJVRRA throughout project feasibility and initial design and environmental assessments of the proposed Valley Link Rail project, and this coordination continues.

Because of this, BART supports the action to begin the public comment period for the amendment to the TEP naming the TVSJVRRA as an eligible recipient of Measure BB funds and specifically naming the Valley Link project in place of BART to Livermore. It is important to hear from Alameda County residents and other stakeholders. The District anticipates submitting a more detailed set of comments during the official 45-day comment period that this action will kick-off.

Please do not hesitate to contact me or my staff with any additional questions.

Sincerely,

Robert M. Powers
General Manager

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

July 13, 2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

Via Email

Tess Lengyel, Executive Director
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 95607
tlengyel@alamedactc.org

RE: Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Ms. Lengyel,

Thank you for the opportunity to comment on the above referenced item as part of the 45-day comment period that began following the Alameda County Transportation Commission's (Alameda CTC) initial action on May 28, 2020. On behalf of the staff of the San Francisco Bay Area Rapid Transit District (BART), I am writing to express my support, with recommendations detailed below, of the proposed amendment of the 2014 Transportation Expenditure Plan, specifically on the $400 million (M) of the 2014 Measure BB funds identified for the BART to Livermore extension project.

The 2014 Transportation Expenditure Plan (TEP) that was approved by Alameda County voters did specify "a BART Extension within the I-580 Corridor … using the most effective and efficient technology." In May 2018, the BART Board of Directors certified the Final Project EIR for the BART to Livermore extension, and directed staff not to advance a specific project in the Tri-Valley. Pursuant to AB 758 (Baker), the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) at that point assumed responsibility to advance a rail project in the corridor. Because of the BART Board's decision to not advance a project in the corridor, and TVSJVRRA's subsequent assumption of the lead for rail planning in the Tri-Valley, BART staff supports (with recommendations below) the proposed action to amend the TEP naming the TVSJVRRA as an eligible recipient of Measure BB funds and specifically naming the Valley Link project in place of BART to Livermore. Staff believes this action is consistent with intent of Alameda County voters to invest in transit in the I-580 Corridor. It is important that the $400 M sales tax investment does accrue to Alameda County residents and businesses.

Since the TVSJVRRA assumed responsibility for a rail project in the Tri-Valley, BART staff have been engaged with the Authority during project feasibility and initial design of the proposed Valley Link Rail project, and this coordination continues as the project undergoes environmental review and design refinement. This coordination has been key to BART's review of the potential impacts that the Valley Link project is projected to have on riders of the BART system.

ACTC_AR3007

To ensure a safe, comfortable and seamless journey for transit riders, BART recommends that the amendment to the TEP clearly indicate that required improvements to the BART system in Alameda County resulting from the impacts of the Valley Link Rail project are priority components of the Phase 1 Valley Link Rail project. These fall into three areas of investments:

1) **Base Project:** As a result of our initial analysis of these impacts, BART projects that the increased ridership driven by the Valley Link Rail project will result in impacts to BART (including the need to acquire additional rail cars), station capital improvement needs (to accommodate safe and smooth passengers flows), and reconfiguration of the Dublin/Pleasanton station (to facilitate transfers between the two systems). These analyses will be further revised as coordination continues, in preparation for the release of the Draft Environmental Impact Report for the Valley Link Rail project scheduled for later this year
2) **Core Improvements:** Initial analysis indicates that many future Valley Link patrons would transfer to the BART system, and that capacity improvements of varying cost may be required at destination stations, such as the 12th St Oakland, 19th St Oakland, Castro Valley, Lake Merritt, and West Dublin / Pleasanton BART stations (i.e., platform width, emergency egress, vertical circulation). Measure BB funding eligibility must reflect the potential that expenses related to the Valley Link Phase 1 project may occur outside the I-580 corridor itself, but still within Alameda County.
3) **I-580 Corridor Fare Gate Modernization:** Funding is required to modernize faregates for BART stations within the I-580 Corridor (Castro Valley, West Dublin/Pleasanton and Dublin/Pleasanton stations) to the revised standard adopted by the BART Board of Directors. These new faregates address fare evasion at these stations and provide current and future travelers within the I-580 Corridor a safer and more secure experience.

The Valley Link project will not be successful for our riders and Alameda County taxpayers if the system does not adequately accommodate these new passengers. BART does not have funding to mitigate these impacts, which are critical to the overall success of this project. Therefore, BART anticipates that the close coordination with the Valley Link Rail project team will continue as the project advances. While ultimately other fund sources may be used for the core system BART impacts noted above, at this early phase it is important to maintain maximum flexibility of local funding so that they can be used to leverage additional region, state, and federal funding sources.

Thank you again for this opportunity to comment on this proposed action. Please do not hesitate to contact me or my staff with any additional questions.

Sincerely,

Robert M. Powers
General Manager



Bay Area Transportation Working Group (BATWG)

May 11, 2020

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation Committee

Alameda County Transportation Commission (ACTC)

1111 Broadway, Suite 800 Oakland, CA 94607

Dear Commissioner Ortez:

It has come to our attention that the ACTC is thinking of reallocating the Measure BB funds set aside for the Livermore BART connection to "Valley Link". We urge you to desist.

For one thing such an action would make a mockery of what the Alameda County voters voted for in 2016. For another it would deny the people of Livermore the one good way of getting from their city to the East Dublin BART Station.

At the time the BART Board was considering whether or not to put the Measure BB $400 million toward a proposed $3.2 billion BART extension to Greenville Road, BATWG conducted an extensive investigation of the bus alternative. It was our conclusion that in terms of improving the access of the people of Livermore to BART, well-appointed buses (patterned after the privately-operated hi-tech buses) operating in bus-only lanes would be a far cheaper and better option. At the time we envisioned three separate lines originating in separate parts of Livermore all traveling out-of-traffic, at least during commute hours, to the Station.

Sincerely,

Gerald Cauthen
Co-Founder and President,
Bay Area Transportation Working Group
510 208 5441
www.batwgblog.com

Bay Area Transportation Working Group
3001 Ashbrook Court
Oakland CA 94601
www.batwgblog.com

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Bay Area Transportation Working Group

May 23, 2020

Pauline Cutter, Chair, and ACTC Commissioners

Alameda County Transportation Commission

1111 Broadway, Suite 800

Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda Item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)"

Dear Chair Cutter:

The Bay Area Transportation Working Group (BATWG) is an Oakland-based 501(c)(3) composed of senior transportation experts and advocates with centuries of collective experience in California, Bay Area, and Alameda County transportation issues and projects.

At BATWG's May 21, 2020 meeting there was a discussion of the proposed diversion of Alameda County Measure BB funds to Valley Rail. After the discussion the vote was unanimous; we believe this action would be inappropriate and unwise.

What Valley Rail needs most right now is a full, proper, and unbiased study of its feasibility – including projected ridership, cost-effectiveness and identified sources of funding, all in comparison with the other transportation options for the corridor and all taking the changes brought on by COVID into full account.

In 2017, when the question how to use this $400 million was before the BART Board, the BART staff recommended a significantly upgraded bus option on grounds that it would better serve the transportation needs of Pleasanton and Livermore than an expensive 10-mile extension of BART to Livermore's Greenville Road would. BATWG strongly supported the staff's recommendation and subsequently submitted a list of proposed bus system enhancements.

The original BART Extension project approved by the Alameda County voters was intended to benefit the people of Alameda County, including the residents of

Pleasanton and Livermore Area and those traveling to those cities from more westerly Alameda County locations. Obviously, this was a project that the Alameda County taxpayers were willing to support because the vast majority of the benefits would accrue to Alameda County residents and taxpayers. Valley Rail, which includes five stations in the Central Valley and only three in Alameda County, is intended to primarily benefit non-Alameda County residents.

There is no reason or justification for diverting $400 million in BB funds to Valley Rail at this time.

The Bay Area Transportation Working Group looks forward to working with the ACTC in working to improve transportation in the I-580 Corridor.

Respectfully submitted,

Gerald Cauthen PE

President and Co-founder

Bay Area Transportation Working Group (BATWG)

510 208 5441

www.batwgblog.com

BAYAREA COUNCIL
Shape the Future

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Jim Wunderman

Jim Wunderman
President & CEO
Bay Area Council

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

From:	Angie Ayers
To:	Angie Ayers
Cc:	Tess Lengyel; Vanessa Lee
Subject:	FW: Bike East Bay comments on Valley Link
Date:	Monday, May 11, 2020 12:23:17 PM

Hello Commissioners,

Please see the below public comment for item 5.1.

Regards,
Angie

Angie Ayers, Associate Administrative Analyst
Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607
Phone: 510.208.7450 direct dial | 510.208.7400 main line
Email: aayers@alamedactc.org Website: www.alamedactc.org
Facebook: www.facebook.com/alamedactc Twitter: @alamedactc

From: Vanessa Lee
Sent: Monday, May 11, 2020 12:20 PM
To: Dave(dave@bikeeastbay.org) Campbell <dave@bikeeastbay.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>; Angie Ayers <aayers@alamedactc.org>
Subject: RE: Bike East Bay comments on Valley Link

Received. Thank you.

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Dave Campbell <dave@bikeeastbay.org>
Sent: Monday, May 11, 2020 12:19 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Bike East Bay comments on Valley Link

Commission

We support transit, and possibly this project too, but have questions and concerns around:

1. The lack of public outreach in Livermore to generate support for this project. Measure BB in Livermore did not get a ton of support and BART was controversial. RM3 get even less support in Livermore. We don't want this project to be controversial like the BART project was. The Isabel Neighborhood Plan was controversial too because of BART. Where are the residents of Livermore on this project?;
2. Hour headways off -peak is poor public transit, and is in fact commuter rail. This corridor needs good transit. What can be done to convert this project from commuter rail to good transit?
3. Can we hear more about the financial crisis and how this project is affected? It's concerning to hear a presentation that does not acknowledge the current financial crisis.

Thank you for more clarifying information.

--
Dave Campbell
Advocacy Director
Bike East Bay
****
Office: 466 Water Street at Jack London Square in Oakland
Mail: PO Box 1736, Oakland, CA 94604
Cell: (510) 701-5971
BikeEastBay.org

Learn how COVID-19 is impacting Bike East Bay events and activities.

Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

Andreas Cluver
Secretary-Treasurer

Rob Stoker
President

Rafael Gonzalez
Vice President

Che Timmons
Sergeant in Arms

Auto & Marine Painters, #1176
Boilermakers, #549
Brick & Tile Layers, #3
Carpenters, #713
Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

Andreas Cluver
Secretary-Treasurer

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Auto & Marine Painters, #1176
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Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

May 26, 2020

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Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

CHABOT
LAS POSITAS
COMMUNITY
COLLEGE
DISTRICT

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The CLPCCD and, especially Las Positas College, as evidenced by our MOU with LAVTA, recognize the value of public transportation in meeting sustainability goals and facilitating travel to and from the college. Specifically, the largest benefactor of these two projects will be Las Positas College, and the community we serve which encompasses over 9,200 students and 500 employees. Our research shows that our public transportation usage average is 10,000 individual rides per month and nearly 500 students take the bus each business day. Of our total student population, 20% take classes at both campuses. A rail extension to Livermore would support and facilitate the needs of student populations from both the Tri-Valley and 880/580 corridors. We know there is still a great need for additional public transportation options for all of our students and employees.

CLPCCD provides educational opportunities and support for completing of students' transfer, associate degree, basic skills, career technical education, and retraining goals. We serve, annually, approximately 29,000 students. Our employees and students use public transportation to get to and from their homes to our places of work.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Ronald P. Gerhard
Chancellor

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

CHABOT-LAS POSITAS COMMUNITY COLLEGE DISTRICT BOARD OF TRUSTEES

Edralin J. "Ed" Maduli, President
Genevieve Randolph, Secretary
Hal G. Gin, Ed.D.
Linda Granger
Maria L. Heredia
Tim Sbranti

Ronald P. Gerhard, Chancellor

OFFICE OF THE CHANCELLOR

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DUBLIN
CALIFORNIA
THE NEW
AMERICAN
BACKYARD

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Linda Smith
E33836CEEC044E0...

Linda Smith
City Manager, City of Dublin

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
925.833.6640
Fire Prevention
925.833.6606
Human Resources
925.833.6605
Parks & Community Services
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Police
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Public Works
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DocuSign Envelope ID: 2322947E-F7C5-4F48-9211-B5CB50C9DD55

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

DUBLIN
CALIFORNIA
THE NEW
AMERICAN
BACKYARD

July 10, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment.

On May 28, 2020, the Alameda County Transportation Commission (ACTC) approved the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP) to add the Authority's Valley Link project into the TEP, remove the BART to Livermore project from the TEP, and to move $400 million from the BART to Livermore TEP project to the Valley Link project. ACTC's action initiated 45-day comment period for all jurisdictions in Alameda County to comment on the proposed amendment. On behalf of the City of Dublin and as an ACTC member jurisdiction, I write to strongly support the amendment of the TEP to include Valley Link and to move $400 million of Measure BB funding to Valley Link. The Valley Link project will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and, after many decades of study, it will assure that our residents will finally benefit from the taxes they have paid.

An estimated 28,000 people are projected to ride the 42-mile, 7-station Valley Link system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. Valley Link will connect Northern California Megaregion's workforce to affordable housing, will provide opportunities for compact transit-oriented development, and will significantly reduce greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, Valley Link is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

I support ACTC's approval of the 2014 Measure BB Transportation Expenditure Plan Amendment to include the Valley Link project. This action will ensure that this vital project moves forward.

Sincerely,

DocuSigned by:
Linda Smith
F33826CFEC044E0...

Linda Smith
City Manager, City of Dublin

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
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Parks & Community Services
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LIVERMORE
CALIFORNIA

May 28, 2020

The Honorable Pauline Russo Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Agenda Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. Position of support.

Dear Chair Cutter:

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire County by reducing traffic over the Altamont Pass and through the congested I-580 and I-680 corridors. An estimated 93,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses, teachers, and people employed in manufacturing in the Tri-Valley and throughout Alameda County. Many of these Bay Area workers have been priced out of the communities they serve by rising housing costs and are suffering through an average 78-minute commute each way.

The environmental benefits of Valley Link are significant. Valley Link offers a rail alternative for those commuting by automobile. An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles

Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year.

Valley Link supports construction of badly needed affordable housing. Through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The Isabel Neighborhood Specific Plan, developed around the Valley Link station at Isabel Avenue, includes 4,095 new multifamily housing units with a mandatory 20% minimum affordable requirement with an overall goal for 25% affordable units in the Plan area.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will help ensure that this vital project can move forward to benefit the entire County and that commitments to the Tri-Valley are finally met.

Sincerely,

John Marchand

John Marchand
Mayor

cc: Supervisor Scott Haggerty
Tess Lengyel, ACTC Executive Director

LIVERMORE
CALIFORNIA

July 10, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Support for Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Dear Chair Cutter:

On behalf of the City of Livermore and as a member jurisdiction of the Alameda County Transportation Commission, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and after many decades of study, it will assure that our residents will finally benefit from the taxes they have paid.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated $42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

An estimated 28,000 commuters are projected to ride the 42-mile, 7-station Valley Link system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles

Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. An example of Valley Link supported TOD is the proposed Isabel Neighborhood Plan in Livermore, which includes 4,095 new housing units with a 20% minimum affordable inclusionary requirement per project with overall 25% affordability goal for the plan area.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are finally met.

Sincerely,

John Marchand
Mayor

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

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THE CITY OF
PLEASANTON

May 26, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that all of our Tri-Valley residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

P. O. Box 520, Pleasanton, CA 94566-0802 **123 Main Street**

City Manager
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City Attorney
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Fax: 931-5482

Economic Development
200 Old Bernal Avenue
(925) 931-5038
Fax: 931-5476

City Clerk
(925) 931-5027
Fax: 931-5492

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We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Nelson Fialho
9B5F9FFD0C8544D...

Nelson Fialho
City Manager

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Pleasanton City Council

DocuSign Envelope ID: BC1D21C3-AE51-4CF8-BAEB-804A01C5C672

THE CITY OF PLEASANTON

June 26, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Subject: Support for 2014 Measure BB Transportation Expenditure Plan Amendment – Valley Link

Dear Chair Cutter:

Thank you for the opportunity to comment on the proposed 2014 Transportation Expenditure Plan Amendment.

The Alameda County Transportation Commission (Alameda CTC) discussed and approved the request from the Tri-Valley San Joaquin Valley Regional Rail Authority's (TVSJVRRA) request for an amendment of the 2014 Measure BB transportation Expenditure Plan on May 28, 2020. The amendment proposes to complete several actions: 1) recognize the TVSJVRRA as a new agency that is eligible to receive Measure BB funds; 2) Replace the BART to Livermore project with the Valley Link project and retain the $400 million in Measure BB funding for the Valley Link project.

The City of Pleasanton strongly supports the amendment to the 2014 Measure BB Transportation Expenditure Plan. As stated in the City's previous letter dated May 26th, 2020, the Valley Link Project will complete the regional rail concept initially envisioned for the Tri-Valley decades ago. The TVSJVRRA was created in 2017 to expedite the planning, development and construction of a rail service that connects BART to the Altamont Commuter Express. Valley Link not only benefits the Tri-Valley in creating regional mobility and reducing traffic along the 580 corridor; the project will connect San Joaquin County to the Bay Area servicing up to 28,000 riders per day.

The congestion reduction also provides numerous environmental benefits. Valley Link will reduce GHG emissions, pursue renewable energy sources, strive to attain 100 percent self-sufficiency, and apply global best practices to design and construct sustainable infrastructure. Valley Link will reduce GHG emissions by 24,000 metric tons of CO_2 emissions annually in

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City Attorney (925) 931-5015 Fax: 931-5482
Economic Development (925) 931-5038 Fax: 931-5485
City Clerk (925) 931-5027 Fax: 931-5492

DocuSign Envelope ID: BC1D21C3-AE51-4CF8-BAEB-804A01C5C672

2025, and 33,000 metric tons of CO2 emissions annually in 2040. The vehicle technology will provide additional environmental benefits by using Multiple Units featuring hybrid technology with the ability to convert to a fully-electric operation in the future.

Valley Link will also support the advancement of Transit Oriented Development by supporting MTC's Plan Bay Area; having four PDAs located along the Valley Link alignment will support more than 2,200 homes, all located within ½ mile of the stations. Housing and jobs in these areas will be within walking distance to regular Valley Link service, providing access throughout the day in both directions, and connecting with the Bay Area's BART system.

The project meets the vision and goals of Measure BB by expanding regional rail, providing traffic relief, improving air quality by providing clean transportation. The City of Pleasanton is encouraged by the TVSJVRRA's progress on the Valley Link Project and looks forward to the approval of the use of the Measure BB funds to assist in the completion of this vital project.

Sincerely,

DocuSigned by:
Nelson Fialho
9B5F9FED0C8544D...

Nelson Fialho
City Manager

Electronic cc: Mayor and City Council
Michael Tree, Executive Director of Tri-Valley – San Joaquin Valley Regional Rail Authority
Becky Hopkins, Assistant to the City Manager
Mike Tassano, Deputy Director of Community Development, Transportation

UNION CITY
california

July 21, 2020

Pauline Cutter, Chair
Alameda County Transportation Commission
tepamendment@alamedactc.org

Re: Comments on ACTC 2014 Measure BB Expenditure Plan Amendment

Dear Chair Cutter:

I am pleased to support the Tri-Valley San Joaquin Valley Regional Rail Authority request to amend the 2014 TEP to replace the BART to Livermore project with the Valley Link rail project.

The project is an excellent example of mega-regional cooperation to facilitate the construction of key infrastructure improvements and leveraging different funding resources to enable more frequent passenger rail serve between the Central Valley, the Tri-Valley, and the San Francisco Bay Area; provide connectivity to other transit providers, provide service between housing and job centers, and facilitate the movement of goods.

- The Stockton Diamond Grade Separation project facilitates the Phase 2 Valley Link connectivity to Stockton, will enable ACE to dispatch more passenger trains, and eliminates a choke point for fright movement on Union Pacific and BNSF rail lines.
- Valley Link will provide local service to several communities in the Tri-Valley and Central Valley while ACE provides express service to transit hubs in Alameda and Santa Clara counties.
- Union City looks forward to ACE providing service to Union City BART and our Station District.
- Greenhouse gas generation and Vehicle Miles Traveled will be reduced when automobile commuters are provided a rail alternative and additional rail capacity becomes available to automobile commuters.
- Transit Oriented Development (TOD) policies along the Valley Link Corridor will mirror MTC Resolution 3434 policies to exceed 2,200 housing units within ½ mile radius of stations.

I look forward to supporting projects that leverage funding sources to benefit multiple rail providers and provide seamless connectivity to transit hubs.

Sincerely,

Carol Dutra-Vernaci

Carol Dutra-Vernaci
Mayor City of Union City

office of the mayor
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34009 Alvarado-Niles Rd • Union City • CA • 94587
unioncity.org

HACIENDA

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June 9, 2020

The Honorable Pauline Cutter
Chair
Alameda County Transportation Commission
1111 Broadway
Suite 800
Oakland, California 94607

Re: Measure BB Amendment for Tri-Valley-San Joaquin Valley Regional Rail Authority

Dear Chair Cutter:

Hacienda is located near the geographic center of the San Francisco Bay Area and, at 875 acres, is the largest development of its kind in Northern California. Over 10 million square feet of existing, mixed-use space is occupied by some 700 companies that locally employ approximately 20,000 people. Key tenants include Kaiser Permanente, Oracle, Roche Molecular Systems and Gap who have all made substantive investments in their presence within Hacienda. In addition, Hacienda features homes to some 5,600 residents and is in the active planning and construction phase for as many more. Our facilities thrive because of the state-of-the-art working and living environments that have been developed which are in large part due to an ongoing commitment to providing comprehensive approaches to commute choices and community development.

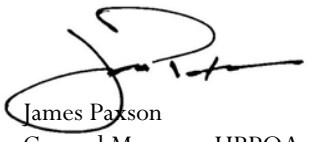
Hacienda is pleased to provide this letter to strongly support the approval sought by the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. With the decision made not to pursue traditional BART rail service beyond its current eastern Alameda County terminus at the East Dublin/Pleasanton station, Valley Link offers a critical opportunity to advance long-held objectives of creating a viable rail connection between Alameda and San Joaquin Counties.

As you are aware, the Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the Interstate 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars and confronting an average 78-minute commute each way. Critical employment centers, such as Hacienda, need to make sure that all corridors leading into the Tri-Valley provide easy and convenient access for businesses whose labor supply extends into outlying areas. Likewise, residents at Hacienda similarly need the ability to enjoy access to corridors connecting the Tri-Valley with the larger region.

An estimated 28,000 are projected to ride the Valley Link system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Transit Oriented Development Policy adopted by the Authority's Board, Valley Link will support the advancement of transit-oriented projects, such as Hacienda, adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. Hacienda's existing and proposed development along with the proposed Isabel Neighborhood Plan are examples of how this can happen throughout the system.

The Valley Link project is critical for the equitable and sustainable future of the Tri-Valley and Bay Area. We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment in support of moving this vital project forward and making a significant improvement to the quality of life and commutes in Hacienda, the Tri-Valley and the region.

Sincerely,



James Paxson
General Manager, HBPOA

cc: ACTC Commissioners
ACTC Executive Director, Tess Lengyel

fc: Letter_Measure BB Plan Amendment_060920.let
dc: BUS/TRI

From:	Vanessa Lee
To:	Angie Ayers
Subject:	FW: Public Comment for item 5.1 at ACTC"s PPLC meeting on Monday 5/11
Date:	Monday, May 11, 2020 11:26:37 AM
Attachments:	hyperlinked_PPLC_Agenda_20200511.pdf

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, May 7, 2020 1:42 PM
To: Vanessa Lee <VLee@alamedactc.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>
Subject: Public Comment for item 5.1 at ACTC's PPLC meeting on Monday 5/11

Hi Vanessa-

I hope you are staying healthy and safe. Considering that I cannot attend next Monday's PPLC meeting in person due to the SIP, please make sure my comments are read into the record for Public Comment as part of agenda item 5.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti
(925) 858-5303

Dear Chair Ortiz and Honorable Commissioners:

On behalf of the Innovation Tri-Valley Leadership Group, I respectfully request for the PPLC to support the Staff recommendation to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. Our Committee worked to ensure that the Expenditure Plan included the fulfillment of plans dating back to the 1960's which envisioned a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. This vision was part of the plan approved by the voters of Alameda County. Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it.

Four years later in May of 2018, the BART Board certified the BART to Livermore EIR but transferred the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley to the Tri-Valley - San Joaquin Valley Rail Authority. The Authority has since completed a Feasibility Report for Valley Link, a project proven to be cost effective and efficient, estimated to carry between 26,000 and 28,000 riders a day in the highly congested I-580 corridor.

With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority that will benefit the environment, the economy and the quality of life of residents and

Bay Area workers. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete the project. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision of Measure BB for rail connectivity in the Tri-Valley, and I urge the Committee to approve the item.

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group
925.858.5303
tsbranti@innovationtrivalley.orgwww.innovationtrivalley.org

CLICK HERE to sign up for our Newsletter.

From:	Tim Sbranti
To:	Vanessa Lee
Subject:	Public Comment for Item 8.1 at ACTC meeting on Thursday 5/28
Date:	Tuesday, May 26, 2020 11:26:55 PM

Hi Vanessa-

I hope you are doing well. Please make sure my comments are read into the record for Public Comment as part of agenda item 8.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti

Dear Chair Russo Cutter and Honorable Commissioners:

On behalf of the business and civic leaders who comprise the Innovation Tri-Valley Leadership Group, please support the Staff recommendation and the unanimous decision from PPLC to amend the Measure BB Transportation Expenditure Plan and replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. As Commissioner Haggerty pointed out at the PPLC meeting, a deliberate decision was made to ensure that priorities of leaders in each of ACTC's 4 planning areas were included in the measure. The priority in 2014 remains the same as it was 50 years as it is today.....establishing a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision approved by the voters of Alameda County for rail connectivity in the Tri-Valley.

Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it. Considering that the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley was transferred in 2018 from BART to the Tri-Valley - San Joaquin Valley Rail Authority, now is the time to transfer the funds as well for rail in the Tri-Valley. In recent months, the Authority has completed a Feasibility Report for Valley Link, a project proven to be cost-effective and efficient, estimated to carry between 26,000 and 28,000 riders a day to relieve gridlock in the highly congested I-580 corridor. With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority and the time to act is now.

Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with state, federal and private funding to complete the much-needed project, and we hope that you will

fulfill the original vision and meet present and future needs of the County by approving the item.

--

--

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group

www.innovationtrivalley.org

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Jon M Spangler
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July 15, 2020

Hon. Pauline Russo Cutter, Chair, Commission Members, and Staff
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

RE: Oppose Reallocating $400 Million of Measure BB Funds to Valley Link Rail Project (TVSJVRRA)

The “Valley Link” rail connector project is an intriguing effort to connect the far-flung San Joaquin Valley and Tri-Valley areas with the San Francisco Bay Region’s urban core. Any project that gets more commuters out of automobiles is usually worthy of the Alameda County Transportation Commission’s (ACTC’s) consideration — butnot this one. Not now.

I am a Bay Area native. I grew up in Redwood City with steam-powered Southern Pacific commute trains. I have served on the BART Bicycle Advisory Task Force (BBATF) since 2011 and now serve as its Vice chair — although these comments are mine alone and are not made on behalf of the BBATF. I have been active in City of Alameda transportation and planning issues for 22 years and worked on regional transportation solutions.

INADEQUATE PUBLIC NOTICING FOR THIS COMMENT PERIOD

First, proponents of the relatively new Valley Link rail connector project are asking ACTC to reallocate $400 million for a project that was never even on the 2014 Measure BB project list — or on any transit funding ballot measure. This alone is troubling to someone like me who worked hard to pass Measure BB.

Secondly, this request is coming before you with very limited public notice or input and almost no publicity — a glaring omission. Had I not stumbled on discussions of this ACTC reallocation and the Valley Rail project — on Twitter — within the past week I would not have known that $400 million in Measure BB funds were about to be reallocated for a project I had never heard of before. Where did this come from? Frankly, it reminds me of the mid-19th-century promoters who built rail lines across the United States (and across the island of Alameda) in pursuit of real estate profits.

Thirdly, I was unable to find a way to submit public comment on the ACTC website. For that, I had to ask others who knew about the project and the looming close of public comment that opened May 28 — in the midst of the pandemic's shutdown. What happened to the ACTC's once-effective and hard-to-miss public noticing process? And where is the careful consideration of the Valley Link project's potentially massive negative impacts on the region, including sprawl, energy use, and global climate change that should precede major funding?

NO ENVIRONMENTAL IMPACT REPORT, TOO MANY SPRAWL-RELATED RISKS

Valley Link has not undergone a full environmental analysis: there is no Environmental Impact Report (EIR) on the rail project's effects on exurban sprawl, climate change, or its potential harm to open space and agricultural land by stimulating the building of more McMansions on the San Joaquin Valley farmlands. Nor is there any detailed evaluation of other land use, transportation, and economic alternatives, such as extending some form of BART service to Livermore — much less re-focusing on building affordable, high-density housing in the urban core areas where the jobs exist.

Does the Alameda County Transportation Commission (ACTC) want to accelerate exurban sprawl? This project appears to guarantee that much more housing will be built on what is now open space and agricultural land, further diminishing those resources. To significantly improve sustainability and create a greener California while reducing energy use, global warming, and sprawl, we would halt home construction so far from our workplaces and re-establish traditional patterns of living close to work and stop enabling more super-commuting road warriors — or even rail warriors.

Before the Valley Rail project received any public funding, policies must be established to ensure that only higher-density, compact growth will be allowed in these outlying areas: it is fruitless to build a transit system to serve sprawling tracts of McMansions whose low densities do not support transit.

The additional demand on BART and the mechanism for funding BART's added costs should also be detailed ahead of making large expenditures like this.

These broad policy and priority discussions need to take place before public funds are committed to any transit project that promises to blow up what remains of "compact growth" initiatives throughout the Bay Area and the mega-region. The Valley Rail project's overall impacts on growth and additional sprawl in the exurbs and suburbs must be very carefully calculated <u>before</u>, not after, such a project is funded.

A QUESTIONABLE FUNDING STREAM: SALES TAX REVENUE IN THE PANDEMIC AND ONLINE SHOPPING ERA

We are in the middle of a viral pandemic with no end in sight — partly because of federal failures in leadership.This new Valley Link project is asking for $400 million in sales tax revenue that may never exist because of the pandemic-caused economic crisis on top of a long-term drop in “brick and mortar” retail sales.

With future sales tax revenues in doubt and our existing metropolitan transit systems already in crisis, the $400 million should remain unspent, be reallocated to support other voter-approved Measure BB projects, or be used to support existing transit agencies and service. For decades, BART pursued an ”expansionist” policy to the detriment of maintaining and improving its core system and original infrastructure: ACTC and other transportation stakeholders should learn from BART’s strategic mistake. In conclusion, there are too many questions about the overall costs and environmental effects of the Valley Rail (TVSJVRRA) proposal, especially the great likelihood of sharply increasing exurban sprawl far beyond the nine-county Bay Region. Many more large-scale policy and planning decisions need to be made before we further expand the costly and unsustainable mega-commute. And without a stable local retail economy or stable existing transit agencies, ACTC should not engage in expansionist, sprawl-inducing projects.

Please do not reallocate Measure BB funds to Valley Link/TVSJVRRA at this time.

Respectfully submitted,

Jon M. Spangler

From:	Rafael Gonzalez
To:	Vanessa Lee
Subject:	Valley Link
Date:	Tuesday, May 26, 2020 10:10:41 AM

Good morning. I am writing to you in support of the Valley Link project and the proposed funding of that project. As a representative of thousands of workers who commute from the Central Valley into the Bay Area, and as someone who does that same commute, I can attest to the importance of the Valley Link Rail System. I moved to Tracy, about 20 years ago and I have seen firsthand the increase in commuter traffic. All the experts agree that this will only continue to increase as time goes on. This will result in more time on the road, which increases the carbon footprint of each individual commuter. Valley Link provides a safe alternative from the Central Valley to the Bay Area, reducing the amount of vehicles on the road, which in turn results in lower commute times, carbon emissions, and stress levels!

Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.

The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.

For these reasons and other, I humbly ask that you consider having the Tri-Valley – San Joaquin Valley Regional Rail Authority recognized as an agency eligible for Measure BB funds (agency hadn't been created when Measure BB was approved). We are also seeking to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project. This will put $400 million in Measure BB funds into the control of the Valley Link Board.

I thank you for your consideration.

Rafael Gonzalez
President/ Field Representative
Laborers' Local 304
(510)581-9600 (office)
(510)432-2827 (mobile)

Livermore Amador Valley
TRANSIT AUTHORITY

May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

David G. Hudson

Cc: Alameda County Transportation Commission members
Tess Lengye!, ACTC Executive Director

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LAW OFFICES OF JASON A. BEZIS
3661-B Mosswood Drive
Lafayette, CA 94549-3509

May 28, 2020

Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607
VIA E-MAIL TO contact@alamedactc.org; vlee@alamedactc.org

Re: May 28, 2020 Meeting: Agenda Item 8.1: Opposition to Measure BB TEP Amendent

To Chair Cutter and Commissioners:

This office represents Alameda County citizens opposed to a request by the Tri-Valley-San Joaquin Valley Regional Rail Authority for a 2014 Measure BB Transportation Expenditure Plan Amendment.

This $400 million revision of the Measure BB TEP would completely change the largest capital expenditure in Measure BB. It is an epic "bait-and-switch" against Alameda County voters while they are distracted by a global state of emergency.

A major amendment of a voter-passed ballot measure is a major decision that should not be made during the COVID-19 emergency. Commissioners should carefully consider the Statement on Government Coronavirus Emergency Transparency by 140-plus organizations:

> Government bodies should not opportunistically take advantage of the public's inability to attend large gatherings to make critical decisions affecting the public's interest if those decisions can reasonably be postponed. Just as citizens are being asked to defer nonessential travel and errands, so should government agencies defer noncritical policy-making decisions until full and meaningful public involvement can be guaranteed.

The voter-approved text of Measure BB Transportation Expenditure Plan (TEP) states, "BART to Livermore ($400 M) This project funds the first phase of a BART Extension within the I -580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology."

This proposed amendment would substantially revise the TEP to state, "Valley Link Rail in Alameda County ($400 M) This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology."

"Valley Link Rail" to Altamont Pass is a drastically different project than BART within I-580 to western Livermore. Your Commission is constrained by this implementing guideline: "Under no

circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County." Alameda County receives little or no benefit by paying for a very costly rail line through Altamont Pass. Very few people live in Altamont Pass. There will be no station in Altamont Pass. A rail line funded by Alameda County taxpayers through Altamont Pass effectively is a gift of Alameda County funds to San Joaquin Valley real estate development interests. This is not what Alameda County voters contemplated in the 2014 election. Valley Link is a much different project than was sold to voters in 2014 – a BART line that ends in western Livermore. As such, it is akin to a "revision" of Measure BB, not a mere "amendment."

Moreover, this proposed $400 million amendment upsets the "overall geographic equity" consensus that underpins the Measure BB TEP. Measure BB spending on Valley Link in Altamont Pass does not "benefit" the Tri-Valley to the same extent that BART to Isabel Avenue would. Measure BB claims to distribute local street and road funding based on population and road miles, but ACTC manipulates the formula to reward certain cities and punish others based on other parts of the TEP. This $400 million amendment affects other funding formulas in the TEP and effectively revises them. The "geographic equity" is thrown off. To ensure "overall geographic equity," local street and road funding and other formulas need to be re-visited as part of this amendment process, pursuant to Implementing Guideline Nos. 12 and 13 and other authorities.

Your Commission would acting prematurely if it were to undertake this drastic revision of the Measure BB TEP today. "Valley Link" is an unproven and unknown project in many respects. Too little is known about it. A much-anticipated environmental impact report is not yet released. A 2003 Caltrans I-580 widening analysis stated that there is insufficient existing right-of-way to accommodate both a rail line and HOV lanes. Even if more freeway right-of-way were obtained, the new HOT lanes would need to be destroyed. The financing of Valley Link is questionable, which likely is why Valley Link wants to use this $400 million for construction in the Altamont Pass, which would not benefit Alameda County.

Before approving the TEP amendment, careful consideration also must be made about the impacts on BART. Before the COVID-19 emergency, the Dublin/Pleasanton BART line trains had been packed during commute hours. During the morning commute, many passengers board at West Dublin/Pleasanton, ride backwards to (East) Dublin/Pleasanton, and then jockey for space in the crowded trains.

Your Commission first should consider alternatives to Valley Link. The 2003 Caltrans I-580 widening study included an express bus alternative that deserves careful consideration. That 2003 analysis considered an express bus connection directly from I-580's HOV lanes to and from (East) Dublin/Pleasanton BART station. That likely would be the most cost-effective solution and could be implemented many years before an I-580 rail concept.

Your Commission also should re-consider the "t-BART" proposals that were much discussed in the early 2000s (sister project to "e-BART" in eastern Contra Costa County). There was a "t-BART" proposal that utilized the existing rail corridor in the Tri-Valley with a link to (East) Dublin/Pleasanton BART via Hacienda Business Park and the former Southern Pacific (Iron

Horse Trail) corridor, with a possible extension to Bishop Ranch in San Ramon. The "t-BART" proposals could be less costly and more effective to solving Tri-Valley transportation challenges than Valley Link. Your Commission should not rush into giving $400 million to Valley Link.

Voters in the Tri-Valley communities of Livermore, Pleasanton and Dublin did not support the Measure BB sales tax increase in the November 2014. Attached please find a map generated by the County Registrar of Voters that illustrates the depth of disapproval of Measure BB in eastern and southern Alameda County. The Tri-Valley is a sea of red. Measure BB won in just one precinct in Livermore, one precinct in Pleasanton, and maybe one or two precincts in Dublin. Measure BB won just 49 percent of the vote in Livermore. One solution could be for voters in the Tri-Valley to vote on whether or not the $400 million should be reallocated.

This major $400 million revision should not be decided by "lame duck" ACTC commissioners. A new county supervisor will be elected in November in eastern Alameda County. All three Tri-Valley cities could have new mayors after November. Let this controversial issue be publicly debated during these campaigns.

Livermore voters should feel especially betrayed. They have paid BART property taxes since circa 1962. They have paid the BART sales tax since circa 1970. They have paid a special Alameda County transportation sales tax since 1987. In 2014, after all those years of paying for BART service everywhere else, they were promised $400 million for BART to Livermore through Measure BB. Livermore got stuck with yet another ½ percent sales tax increase through Measure BB. Then ACTC manipulated the Measure BB local street and road funding formula to give Livermore much less than its "fair share" of funds based on population and road miles. Now Livermore would be stuck with higher taxes, no BART, diminished local street and road funding, and a forced subsidy of a costly and ineffective railroad through Altamont Pass.

Alameda County Transportation Commission and Measure BB beneficiaries jointly engaged in one of the most sordid political campaigns in county history to persuade voters – especially Tri-Valley voters – to support the Measure BB in 2014:

- The "Yes on BB" campaign literally was headquartered out of your general counsel's law office. ACTC more than doubled the size of your general counsel's contract after the "BB" passed.
- Another ACTC attorney was married to the Yes on BB campaign manager, who had earlier received a special ACTC consulting contract to develop Measure BB.
- Tess Lengyel, ACTC's current executive director, managed ACTC's supposedly neutral "public information" efforts concerning Measure BB. Ms. Lengyel was unavailable during the final weeks of the Measure BB campaign to fulfill her official duties. She failed to answer Public Records Act and other inquiries about Measure BB before the election. It was later revealed that Ms. Lengyel had been preoccupied with engaging in partisan, pro-BB propaganda. Video of a "Yes on BB" campaign fundraiser shows Ms. Lengyel openly participating in pro-BB election activities. The video shows Ms. Lengyel leading "Yes on BB" campaign donors in a pro-BB cheer. See: https://www.youtube.com/watch?v=GdjuU6DrURs

- With ACTC's legal advisors and ACTC's "Public Information" officer (Ms. Lengyel) working for the "Yes on BB" campaign, ACTC effectively (and illegally) became an arm of the "Yes on BB" campaign.
- ACTC used public funds to hire the Bay Area Council Economic Institute to conduct a supposedly "independent" economic analysis of Measure BB benefits. The Bay Area Council endorsed Measure BB.
- In August 2014, an official dedication ceremony for the ACTC Iron Horse Trail project in Pleasanton was inappropriately transformed into a "Yes on BB" campaign rally. Speeches expressly advocated for passage of Measure BB. A "Yes on BB" campaign sign was hung prominently behind the dais and at the ribbon cutting location.
- In October 2014, just a few days before the Measure BB election, ACTC's official dedication ceremony for the State Route 84 widening project in Livermore was inappropriately transformed into a "Yes on BB" campaign rally. As the ribbon was cut, the backdrop was a crowd of Building and Construction Trades union members waving "Yes on BB" campaign signs.
- Any semblance of a "firewall" between ACTC and the "Yes on BB" campaign was demolished. Just before election day, "Yes on BB" transferred thousands of dollars to arms of the Democratic Party to aid distribution of "slate cards" that not only boosted Measure BB, but also "picked winners" in mayoral and city council races around the county. This raises the concern the ACTC staff and contractors engaged in partisan political activities that altered the composition of ACTC itself.

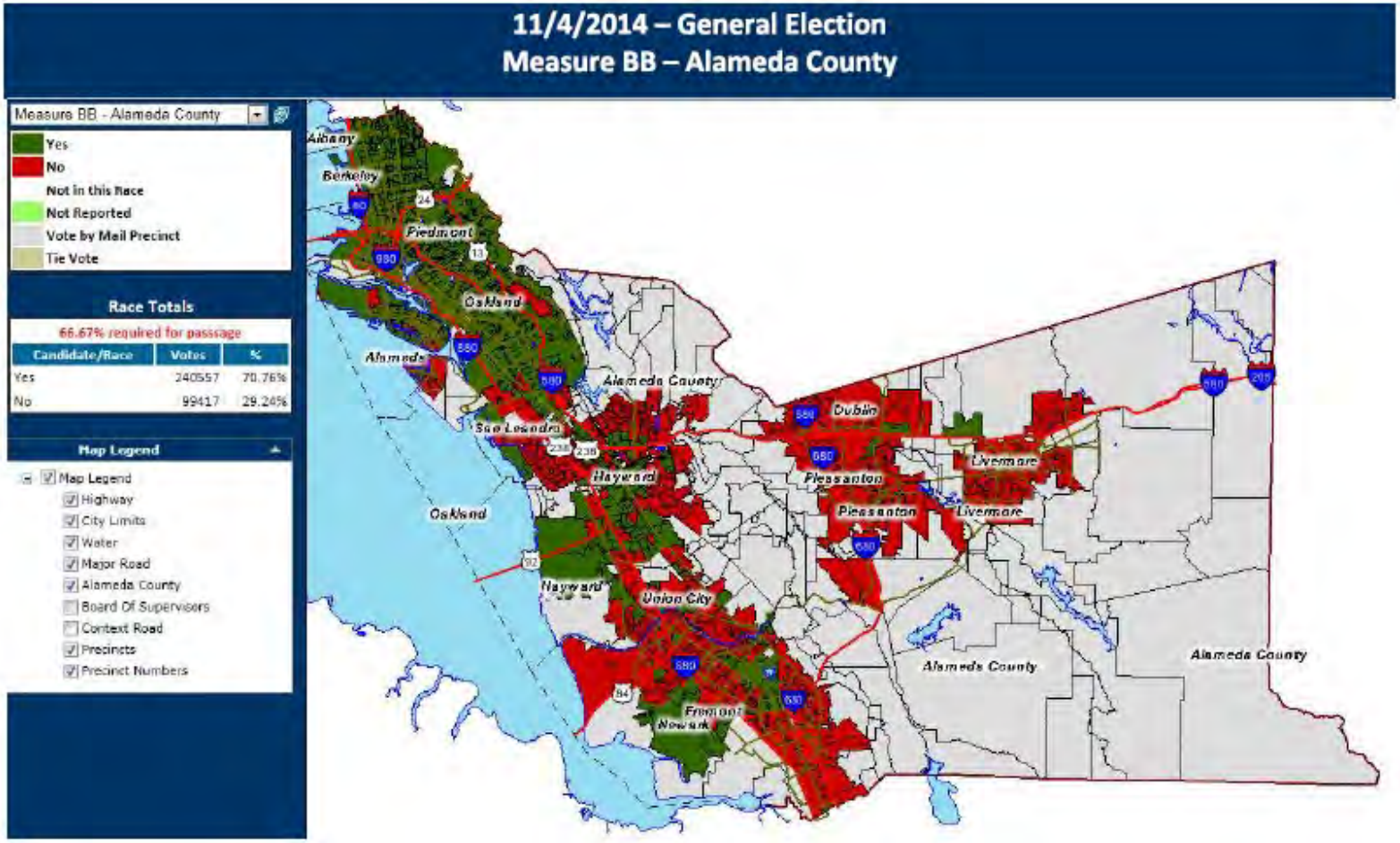
Many of these same parties, including the Bay Area Council and Building and Construction Trades unions, are today advocating for amendment of Measure BB.

For these reasons, your Commission should not take this major action today to reallocate $400 million to a controversial, unproven project that voters have not approved.

Sincerely,

Jason A. Bezis

JASON A. BEZIS


11/4/2014 – General Election
Measure BB – Alameda County
Measure BB - Alameda County
Yes
No
Not in this Race
Not Reported
Vote by Mail Precinct
Tie Vote
Race Totals
66.67% required for passage
Candidate/Race
Votes
%
Yes
240557
70.76%
No
99417
29.24%
Map Legend
Map Legend
Highway
City Limits
Water
Major Road
Alameda County
Board Of Supervisors
Context Road
Precincts
Precinct Numbers
Albany
Berkeley
Piedmont
Oakland
Alameda
San Leandro
Hayward
Alameda County
Dublin
Pleasanton
Livermore
Union City
Fremont
Newark

ACTC_AR3047

May 8, 2020

Elsa Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: PPLC Agenda Item 5.1 – Tri-Valley-San Joaquin Valley Regional Rail Authority Request for 2014 Measure BB Transportation Expenditure Plan Amendment – **SUPPORT**

Dear Chair Ortiz:

I am writing on behalf of the Livermore Valley Chamber of Commerce (LVCC), a business membership organization with nearly 500 members from a cross-section of private/public and non-profit industry sectors that employ nearly 20,000 workers. Ensuring that public dollars are wisely spent and that taxpayers receive a good return on their investment, while responsibly planning, funding, and maintaining and operating our transportation system is a key policy priority for LVCC.

LVCC supports the above referenced item, advancing the efforts to close the gap in the I-580 corridor for an urgently needed and long-awaited, effective rail connection between Livermore and the Dublin/Pleasanton East BART station. I reiterate the support formerly expressed by LVCC over many years for planning and funding support for such a project. LVCC appreciates the wisdom of the leaders of the Alameda County Transportation Commission in designating significant funding in Measure BB (which was supported by LVCC) to provide for a future rail connection in this corridor. In light of events that have transpired since the approval of BB, your prudent actions necessary to amend the expenditure plan to accommodate the request by the Tri-Valley-San Joaquin Valley Regional Rail Authority is welcomed and appreciated. LVCC recognizes and strongly supports the efforts of the TVSJRRA to effectively deliver a rail connection project in this corridor within the next few years.

We look forward to moving forward with this initiative and this project, and stand ready to support you in this action.

Respectfully,
Dawn P. Argula
Dawn P. Argula
CEO/President

C: Scott Haggerty, First District Supervisor, Alameda County BOS
Tess Lengyel, Executive Director, Alameda County Transportation Commission
Michael Tree, Executive Director, Valley Link
John Marchand, Mayor, City of Livermore

Livermore Valley Chamber of Commerce
2157 First Street Livermore CA 94550
925.447.1606
www.livermorechamber.org

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PLEASANTON CHAMBER of COMMERCE

May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I am writing to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to eventually advance rail connectivity to the San Joaquin Valley. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are finally met.

Sincerely,

Steve Van Dorn
President & CEO

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

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May 11, 2020

Via email to: vlee@alamedactc.org

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation (PP&L) Committee
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: PP&L Agenda item #5.1 – Approve Tri-Valley- San Joaquin Valley Regional Rail Authority (TVSJVRRA, aka Valley Link) Request for a 2014 Measure BB Transportation Plan Expenditure (TEP) Amendment

Dear Chair Ortiz and Members of the PP&L Committee:

On behalf of our more than 13,500 members in Alameda County, the Sierra Club writes to respectfully express great concern about Item #5.1 on your Agenda for Monday May 11, 2020. We believe that there are far too many issues and questions that should be addressed before the recommended actions move forward.

We recognize that the proposed actions before your Committee are just the beginning of a process to reprogram the sales tax funds that were approved by voters for "BART to Livermore." But as set forth in the staff memo, the proposed actions, and their timing, would establish dangerous precedents for lack of planning and financial responsibility. There is simply no need to rush into the proposed actions, particularly in the context of the current health and financial crises being faced by the State and local communities. Why not first take time for responsible analysis and an opportunity to see if-how-and-when recovery is able to occur, before committing funds that may not materialize for years to come?

Every responsible forecast is anticipating that "the future of work" will be different, post-pandemic, than we have ever been experiencing previously. Why base such a massive investment of public funds on what is already and at best "old data?"

The first Agenda request is that the TVSJVRRA be acknowledged as a new agency in Alameda County that can be an eligible recipient of Measure BB funds. While this

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should be the least controversial element of the requests, nothing in the staff memo identifies the potential magnitude of impacts on other Measure BB transit recipients. There is no operating budget provided in the Committee materials. Can taxpayers and pre-pandemic passengers be assured that this new system will not become a drain on other, voter-approved transit agencies in the County?

The second and third requests would remove "BART to Livermore" from the TEP and substitute Valley Link with no consideration of possible alternatives – why? The project list for Measure BB was the result of years of input and deliberation by Community and Technical Working Groups. Why not have a full and fair competition for alternative uses of these funds, throughout the full list of "BART, Bus, Senior, and Youth Transit" options identified as the relevant "Type" on page 3 of the TEP (page 24 of the Committee packet), especially with the enormous uncertainties facing projections for both traffic and funding revenues?

Implementing Guideline 22 of the Measure BB TEP is surprisingly omitted from the staff memo, but supports this broadened approach, stating:

> **22. Fund Allocations**: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

Even the language from AB 758 (Eggman/Baker, PUC section 132658) that is quoted in the "superseded" request dated September 11, 2019, recognized that there was no entitlement to the "local funds controlled by the Alameda County Transportation Commission."

It should also be noted that the proposed description and conditions regarding Valley Link delete and/or change significant descriptive and cautionary language (which was carefully negotiated and voter-approved) before funds may actually be "used." The text below sets forth full "before and after" language in a single view for the information of Commissioners and the public:

> ~~BART to Livermore ($400 M)~~
> Valley Link rail in Alameda County ($400 M)
>
> This project funds the first phase of a ~~BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ Valley Link rail extension from the existing Dublin/ Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.

> Funds are for construction for any element of this first phase project and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an ~~detailed~~ alternative assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Why are voter and environmental protections proposed to be removed for this new project? Do Commissioners really think this is wise and appropriate? Why not, at a minimum, wait until the requisite Environmental Review is both released in draft form and then completed? – This critical document is already a year behind the previous schedule.

Where is the San Joaquin County commitment to support their own residents who are likely to be the primary beneficiaries of this project? The proposed resolution merely states that:

> SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from ***future*** measures and state funds**. (emphasis added)**

Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and operations for this multi-county project. “Leveraging” of other funds should, at a minimum, be based on full and fair participation from designated “partners.”

Several places in the proposed “amendments” describe Valley link as “Commuter Rail," despite the fact that it is proposed to operate throughout the day. Subsection 49 CFR 37.3 in relevant part defines “commuter rail” as

> *Commuter rail transportation* means short-haul rail passenger service operating in metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fare, multiple ride, and commutation tickets and by morning and evening peak period operations. This term does not include light or rapid rail transportation.

Is this an attempt to obviate or avoid an obligation for ADA complementary paratransit service for passengers, or attempted passengers, who may have difficulty using the train service?

We must also ask if ACTC or Valley Link have informed MTC and ABAG that the proposed project will facilitate inter-regional commuting, contrary to the intent of SB 375 and the Bay Area's Sustainable Communities Strategy.

This message sets forth only some of the most obvious concerns about the proposed Measure BB actions. There are certain to be more, but disclosure by ACTC and Valley Link should not be delayed until the end of the requisite "public comment" period. The Sierra Club respectfully requests, and urges at a minimum, that the questions and issues noted above be addressed before any Commission action to consider Valley Link's requests. To do any less would call into question Commissioners' significant public service obligations to Alameda County voters, taxpayers, and residents. We look forward to working with you and ACTC staff to consider a full range of responsible uses of Measure BB funds. If you have any questions, or desire further information, please do not hesitate to contact Matt Williams at mwillia@mac.com.

Sincerely,

ss/
Matt Williams
Chair, Chapter Transportation and Compact Growth Committee

ss/
Dick Schneider
Chair, Chapter Tri–Valley Group Executive Committee

ss/
Eric Parfrey
Volunteer Leader, Mother Lode Chapter

Cc: Sierra Club California Director Phillips
San Francisco Bay Chapter Executive Committee Chair Bolotina
San Francisco Bay Chapter Director Berbeco

SIERRA CLUB
SAN FRANCISCO BAY

Serving Alameda, Contra Costa, Marin and San Francisco counties

July 13, 2020

6 pages via email to:
tepamendment@alamedactc.org
and vlee@alamedactc.org

Hon. Pauline Russo Cutter, Chair, and Members
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: Sierra Club Comments in Opposition to Proposed ACTC TEP Amendment and Actions regarding "Valley Link" Rail

Dear Chair Cutter and Commissioners:

Based on the reasons outlined in this letter and in our previous correspondence and public comments, the Sierra Club opposes the actions proposed by the Alameda County Transportation Commission (hereinafter ACTC or Commission) at your meeting of May 28, 2020, regarding the "Valley Link" rail project. We further recommend that no action be taken on these matters for the foreseeable future, at least until after completion of a full Environmental Impact Report (EIR) process and other related documentation, and until there is a return to financial stability for Measure BB sales tax funds.

Given the dearth of substantive information on the proposed project itself, and the uncertainty regarding local, regional, and state financial revenues, the Sierra Club does not currently express a position regarding the actual project, since that would be objectively premature pending much more documentation and analysis for both decisionmakers and the public. We urge the Commission to follow this example. In the meantime, on behalf of our more than 13,500 members in Alameda County, we offer the questions and concerns below.

How can there be a "comment period" without published public notice, especially given the critical information that ACTC has omitted from sharing with its Commissioners?

Implementing Guideline #4 of the 2014 Transportation Expenditure Plan (TEP) for Measure BB states in part "All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment." We understand that

information regarding the proposed amendments and process was sent to Alameda County jurisdictions, but we have been unable to find any notice, anywhere on the ACTC website, notifying the public of this voter-approved opportunity, or of its parameters. How are members of the public supposed to know how to communicate with their elected representatives so that timely and informed comments by the jurisdictions can be submitted?"

This appears to be a serious breach of the intent of proper government procedure, even during the current pandemic circumstances. Such an apparent opposition to public transparency is not likely to engender taxpayer support for any future requests by ACTC to voters. We have tried in this letter to identify several key issues that are not addressed adequately, if at all, in the ACTC correspondence, so that Commissioners can have a more informed basis for their consideration when they are requested to act.

Further, we request that all comments by jurisdictions be posted on the ACTC website by the end of July 2020, so that the public can communicate on this matter with their elected officials.

What is the potential/expected impact on other transit recipients in Alameda County if Valley Link is approved as a new agency that is eligible for Measure BB funds, including for operations?

We have previously asked this question, but received no response. It must be answered with regard to the "Direct Local Distribution" (DLD) formula, as well as for the capital request. Director Joel Young of the AC Transit Board asked a similar question during an ACTC presentation to their agency, but unfortunately, a direct response was not provided then either. Does the selective omission of Valley Link in the "redlined" Appendix C of the May 28 materials mean that Valley Link will <u>not</u> be an eligible recipient under the Category of "Transit: Operations, Maintenance, and Safety Program"? Please respond directly to this question.

The entire package of proposed actions is premature before completion of a full Environmental Review process, which is necessary to determine the viability, appropriateness, and environmental impact of the proposed project.

This essential analysis is already a year delayed in its schedule, so neither the public nor regulatory agencies can identify the potential impacts of the proposed project, any mitigations needed, or any potential benefits or harms.

The 2019 "Feasibility Report" required by AB 758 (Eggman/Baker) was little more than a compilation of previous presentations to the Valley Link Board, with no independent analysis, and seriously lacking in objectivity. <u>The "Feasibility Report" is not a "Viability Report</u>." We note that current financial reports and projections for two of the most recent new rail systems in the country (SMART and Sound Transit), which were implemented with assistance of Valley Link's consultants, have identified significant shortfalls into the foreseeable future. What reason is there to believe that Valley Link will fare any differently?

There is no valid reason for ACTC Commissioners to rush into the proposed actions until the project is better understood and documented for the County's voters, and for ACTC itself.

Current financial projections and analyses identify significant shortfalls in sales tax revenues at all levels for the foreseeable future – How can ACTC responsibly commit $400 million under these circumstances?

ACTC's Finance and Administration Committee most recently met on May 11th, with sales tax revenue data as of March and thereby not reflecting coronavirus and related "shutdown" conditions and impacts. Presentation materials from that meeting project only modest reductions in sales tax revenues, and clearly need updating.

Please identify your responses below both with, and without, the impact of ACTC approval of the proposed Valley Link actions:

- What are the current estimates and projections for Measures B and BB revenues (for at least the next 5 years), and as compared to previous actuals?
- How will these changes in revenues affect DLD formulas, as well as other anticipated payments to jurisdictions and/or projects or programs?

Recently "60 Minutes" reported that the non-partisan Congressional Budget Office is predicting that it will take up to 9 years for a full recovery from the financial effects of the Coronavirus pandemic. MTC staff reports are a bit more optimistic, but still do not predict financial recovery until approximately 2024 or 2025. Any current revenue predictions are speculative at best. If ACTC finds itself short of funds, how will decisions be made, and what will be cut? Please identify how impacts on social equity will be addressed.

What is the rush to commit $400 million in hypothetical revenues from the public trust? This is more than a rhetorical question – Why now, given the magnitude of current revenue uncertainties?

There is no "entitlement" for Measure BB funds from the cancelled "BART to Livermore" project for either the Tri-Valley planning area or even for a rail project, and the voters who actually approved Measure BB, with the "BART to Livermore" project, were, in large part, not primarily from the Tri-Valley. There should be an open, full and fair competitive assessment to determine any re-programming of that project's successor.

Documentation from ACTC has notably failed to mention even the existence of Implementing Guideline #22 from the TEP:

> **22. Fund Allocations**: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets,

> Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

This policy clearly identifies that there is no entitlement or guarantee, for either a rail project or for the Tri-Valley area, of the money that is no longer needed for BART-to-Livermore. Rather the money can – when it is actually available – be used for any transit project anywhere throughout the County. Why not act as responsible stewards of the public trust, and study what might be the highest and best use of the funds? Examples might include funding BART faregates and the enclosing of cross-paid-area elevators throughout Alameda County stations, and/or providing a strong down-payment for vehicles and infrastructure for a large portion of the CARB-required Zero Emission Bus fleets for all of the public transit bus systems in the County. Another option would be to help backfill the loss of fare revenues for all transit agencies. How might BART "development" projects on their property help to achieve other ACTC and Sierra Club goals, such as enhancing success of Priority Development Areas (PDAs) for Plan Bay Area?

Valley Link violates the "inter-regional commuting" policy of SB 375 and Plan Bay Area.

According to MTC's *Frequently Asked Questions* | *Plan Bay Area:*

> "Regions also must demonstrate that their plans accommodate all future projected households <u>without further growth in in-commuting</u>, or the amount of people traveling from neighboring areas to the region (i.e. from outside of the Bay Area to the Bay Area)." *(emphasis added)4*

Not only does Valley Link violate the premise of discouraging inter-regional commutes – and reliance on a "Mega-Region" is not relevant or applicable under current law -- but the public descriptions indicate that Valley Link would disadvantage Alameda County residents, taxpayers, and transit riders to the benefit of inter-regional travelers from San Joaquin County. In a return to pre-pandemic BART service and ridership, trains arriving at Bayfair station on the Blue Line are often full already – will local passengers have any chance of a seat after Valley Link passengers get first choice? ACTC officials should not approve such a disservice to your constituents without much more explanation.

ACTC should not act until there is at least a matching financial commitment from San Joaquin County.

The proposed resolution provided by Valley Link does not present adequate commitment from San Joaquin County as a funding partner for this potentially massive proposal to benefit their commuters. It merely states that

> "SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from ***future*** measures

and state funds." ***(emphasis added)***

Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and continuing operations for this multi-county project. A one-sided "leveraging" of funds is not prudent public policy.

The "technical amendment" to the Valley Link project description is disingenuous if not misleading, and changes the conditions approved by voters.

The ACTC meeting materials from May 28th show the proposed project description only as it would be amended, without including the carefully negotiated original terms – approved by the voters – that are proposed for omission or change now. The excerpt below tries to more transparently and concurrently portray the full language under consideration (with additions underlined and deletions ~~crossed out~~). Commissioners are urged to please seriously consider what is intended by the changes, and what might be unintended consequences.

"~~BART to Livermore ($400 M)~~
Valley Link rail in Alameda County ($400 M)

This project funds the first phase of a ~~BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ Valley Link rail extension from the existing Dublin/ Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.

Funds are for construction for any element of this first phase project and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an ~~detailed~~ alternative assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process."

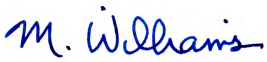
Among other questions, what difference does the "initial operating segment" make to the proposal's potential draw on Alameda County funds? What criteria will be used to assess whether the initial operating segment "most effectively meets" the adopted project goals, and which agency will make that determination? When will "full funding commitments" be identified and approved for the full project? Please also explain why the references to "detailed" analysis and "all" alternatives are being deleted.

In conclusion --

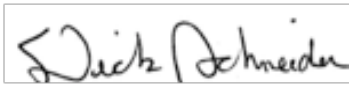
For these reasons, the Sierra Club strongly opposes all of the proposed actions laid out in your Commission materials of May 28, 2020. We further urge no further consideration on these matters until our concerns have been resolved.

If you have any questions regarding these comments, or wish further information, please do not hesitate to contact Matt Williams at mwillia@mac.com .

Sincerely,



Matt Williams
Chair, Chapter Transportation and Compact Growth Committee



Dick Schneider
Chair, Chapter Tri–Valley Group Executive Committee



Volunteer Leader, Mother Lode Chapter

cc: San Francisco Bay Chapter Executive Committee Chair Bolotina
San Francisco Bay Chapter Director Berbeco
Sierra Club California
Mother Lode Chapter
Metropolitan Transportation Commission (MTC)
California Air Resources Board (CARB)

SAN JOAQUIN REGIONAL RAIL COMMISSION

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Vice Chair, **Leo Zuber**, City of Ripon
Commissioner, **Doug Kuehne**, City of Lodi
Commissioner, **Debby Moorhead**, City of Manteca
Commissioner, **Bob Elliott**, San Joaquin County
Commissioner, **Scott Haggerty**, Alameda County
Commissioner, **John Marchand**, City of Livermore
Commissioner, **Nancy Young**, City of Tracy

Executive Director, **Stacey Mortensen**

July 2, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Support for ACTC Action to allocate $400 million in Measure BB funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority for the Valley Link Project

San Joaquin Regional Rail Commission (SJRRC) is a project partner and member of the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority). The Authority is requesting that the Alameda County Transportation Commission (ACTC) take action to allocate $400 million Measure BB funding to the Valley Link Project that is currently identified for the BART to Livermore Project. This action is consistent with Assembly Bill 758 (AB 758), the Authority's enabling legislation. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore. It will also support an intermodal connection between ACE and the BART system and the advancement of the Altamont Corridor Vision.

The Authority was created in 2017 by AB 758 for the purpose of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the ACE commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. An estimated 28,000 are projected to ride the Valley Link system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year.

SJRRC urges approval of the ACTC Action to allocate $400 million in Measure BB funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority for the Valley Link Project. This action will ensure that the Valley Link project moves forward and it supports the Altamont Corridor Vision that SJRRC and the Authority are diligently working jointly to advance.

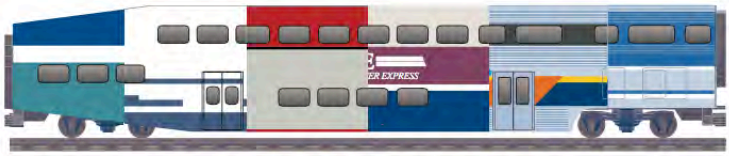
Sincerely,



Christina Fugazi, Chair
San Joaquin Regional Rail Commission

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Stacey Mortensen, SJRRC Executive Director
Michael Tree, Authority Executive Director

TRAC
Train Riders Association of California



1025 Ninth Street Suite 223
Sacramento CA 95814-3516

(916) 557-1667
www.calrailnews.org
president@calrailnews.org

Officers

David Schonbrunn
President
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Fred Glienna
Los Angeles County

William F. McGeehan III
Contra Contra County

May 26, 2020
Submitted to:
contact@
alamedactc.org

Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Agenda Item # 8.1, May 28 Meeting
Measure BB Exp. Plan Amendment

Dear Chair Cutter:

The Train Riders Association of California ("TRAC") is a statewide rail advocacy organization that has worked since 1984 to improve passenger rail service in California. TRAC has been involved in passenger rail planning for the Altamont Corridor for at least two decades. We have made presentations to the Valley Link Board and participated in their public meetings.

We write today to urge your Board to defer action on amending the Expenditure Plan for Measure BB until you receive an environmental impact report for Valley Link, which is nearing completion. The Administrative Draft was under review last October, and the Draft EIR is now scheduled for public review in September 2020. TRAC suggests the following reasons for deferral of this agenda item:

1. Without a certified EIR, there is no evidence to support the claim that the proposed Valley Link project will provide meaningful benefits to Alameda County taxpayers. The Commission has a special duty to taxpayers to make an affirmative finding of benefit, under Section 14 of the Expenditure Plan Guidelines:

> **No Expenditures Outside of Alameda County**: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. (emphasis added.)

2. From its inception, this project raised serious questions as to whether BART would be able to handle the additional passengers that Valley Link would transport from the Central Valley. The EIR

should resolve that question. If Valley Link were projected to make overcrowding on BART even worse, that would have serious implications as to whether the project could reasonably be judged as benefitting Alameda County residents.

3. An EIR would determine whether Valley Link would result in the construction of any infrastructure or station that would be inconsistent with the land use-constraining provisions of Alameda County year 2000 Measure D. On a related topic, an EIR will provide information on the Valley Link project's compliance with the County's Gateway Policy.

4. As the largest single capital project in Measure BB, BART to Livermore was the marquee project. Because of that special status, it demands special treatment above and beyond the 2/3 majority required for an amendment. This is not some minor project. Amending the Plan to include this project changes the entire profile of the measure, because the voters never gave their support to the Valley Link project. There is no evidence that the voters of the Tri-Valley, which did not support Measure BB, would support Valley Link.

5. Because Measure BB resulted in financial trade-offs between the Tri-Valley and the North County cities through a reweighting of the basic allocation formula for local streets and roads, the entire Expenditure Plan would need to be reopened to assure fairness for all jurisdictions.

6. Other alternative projects, including several that TRAC has advocated for, would potentially be far more cost-effective in providing the service that Valley Link seeks to offer. In particular, the $1+ billion dollar cost of the I-580 relocation is merely a utility relocation, offering no transportation benefit to taxpayers.

Thank you for considering these comments.

Sincerely yours,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President, TRAC

Memorandum

7.1F

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

DATE:	September 17, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	**ADDITIONAL COMMENT LETTERS**: Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Please find copies of additional comment letters that were received after the mail-out of the Planning, Policy and Legislation Committee meeting attached here as Attachment F:

Alameda County Board of Supervisors
Alameda County Fairgrounds
Assemblymember Bauer-Kahan
Bay Area Council
Building & Construction Trades Council of Alameda County
California Automotive Retailing Group, Inc.
CEMEX
Chabot Las Positas Community College District
City of Livermore
City of Pleasanton
City of San Ramon
Dublin Chamber of Commerce
East Bay Economic Development Alliance, East Bay Leadership Council, Innovation Tri-Valley Leadership Group joint letter
GILLIG
Hacienda Business Park
Innovation Tri-Valley Leadership Group
International Association of Sheet Metal, Air, Rail and Transportation Workers Local 104
International Brotherhood of Electrical Workers Local 595
Livermore Valley Chamber of Commerce
Livermore Valley Winegrowers Association
MAG Trucking
Marshall Brothers Enterprises, Inc.
Metropolitan Transportation Commission
Northern California District Council LiUNA
Pleasanton Chamber of Commerce
Pleasanton City Councilmember Pentin
Ponderosa Homes

Robert and Cynthia Panas
San Joaquin Council of Governments
San Joaquin Regional Rail Commission
Senator Steve Glazer
Sensiba San Filippo CPAs and Business Advisor
TopCon
Trish Munro
Tri-Valley Conservancy
Tri-Valley San Joaquin Valley Regional Rail Authority
Tri-Valley Transportation Council
US Representative Eric Swalwell
Wente Family Estates

ALAMEDA COUNTY FAIRGROUNDS
PLEASANTON

September 11, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 50 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated $42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy

main925.426.7600 | fax925.426.7599 | www.alamedacountyfair.com | 4501 Pleasanton Avenue | Pleasanton, California 94566

mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,



Jerome P. Hoban

CEO, Alameda County Agricultural Fair Association

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0016
(916) 319-2016
FAX (916) 319-2116

DISTRICT OFFICE
2440 CAMINO RAMON, SUITE 345
SAN RAMON, CA 94583-4393
(925) 328-1515
FAX (925) 328-1514

Assembly
California Legislature

REBECCA BAUER-KAHAN
ASSEMBLYMEMBER, SIXTEENTH DISTRICT

COMMITTEES
BANKING AND FINANCE
ENVIRONMENTAL SAFETY AND TOXIC MATERIALS
PRIVACY AND CONSUMER PROTECTION
PUBLIC SAFETY

September 10, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

RE: **Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan (TEP) Amendment**

Dear Chair Cutter:

I again write to underscore strong support for the Tri-Valley-San Joaquin Valley Regional Rail Authority request to amend the 2014 Measure BB TEP. This action will directly benefit the taxpaying residents of the Tri-Valley, connect our Alameda County service work force, and importantly, it will create new jobs to stimulate our faltering economy. It will advance TOD plans currently underway at proposed stations – adding new and affordable housing units where they are needed most. It will also reduce congestion and improve safety on Interstate 580 – ranked as one of the Bay Area's most congested goods movement corridors that serves the Port of Oakland.

The time to take action is now as this action will help position this vital project for federal and state stimulus funds. The compelling project facts have all been clearly identified and after decades of studies that have exhaustively reviewed bus alternatives and virtually every imaginable alignment and mode option, there is simply no need for additional studies and delay with further consequential and wasteful cost escalation. This project meets the moment and the urgency of this moment is now as we position our County for economic recovery and support the needs of our vital, taxpaying work force.

I appreciate your consideration of this request and look forward to the advancement of these important project. Should you have any questions or concerns, please do not hesitate to reach out to me directly. Your staff can also contact Brandon Bratcher at (916) 319-2016 or brandon.bratcher@asm.ca.gov.

Sincerely,

Rebecca Bauer-Kahan
Assemblymember, 16th District

CC: Members of Alameda County Transportation Commission

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BAYAREA COUNCIL
Shape the Future

September 10, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Dear Chair Cutter:

I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated $42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

BAYAREA COUNCIL
Shape the Future

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Jim Wunderman
President & CEO
Bay Area Council

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

BOARD OF SUPERVISORS

June 10, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

RE: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services – firefighters, police, nurses, and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

1221 OAK STREET • FIFTH FLOOR • OAKLAND, CALIFORNIA 94612 • 510 272-6984 • FAX 510 272-3784

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Richard Valle, President
Alameda County Board of Supervisors

CC: Alameda County Transportation Commissioners
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

Andreas Cluver
Secretary-Treasurer

Rob Stoker
President

Rafael Gonzalez
Vice President

Che Timmons
Sergeant in Arms

Auto & Marine Painters, #1176
Boilermakers, #549
Brick & Tile Layers, #3
Carpenters, #713
Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

September 10, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than a thousand employees (collectively), I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated $42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the

AC:kem
opeiu:29/afl-cio

MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,



Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

AC:kem
opeiu:29/afl-cio



California Automotive Retailing Group, Inc.
4200 John Monego Court Dublin CA 94568 925-479-3500

September 8, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 800 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

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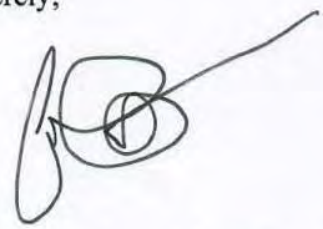
Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the

reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,



Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

September 10, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

CEMEX has multiple business operations within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a workforce of more than 200 employees, many of who commute from the Valley region. I write, on behalf on CEMEX, to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area workforce with a chance to have safe and affordable choices about where they can live and work.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of traffic congestion and emissions. It will also provide an estimated 22,000 jobs during construction and, when operational, support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, it is vital to sustainable infrastructure, mobility and the quality of life in our communities – and even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,



Debbie Haldeman
Director, Government Affairs & Communications
CEMEX

CEMEX * 7633 Southfront Road, Suite 210. Livermore, CA 94550 * 916-941-2800 * www.cemexusa.com

cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

CEMEX * 7633 Southfront Road, Suite 210. Livermore, CA 94550 * 916-941-2800 * www.cemexusa.com

CHABOT
LAS POSITAS
COMMUNITY
COLLEGE
DISTRICT

September 8, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan (TEP) Amendment

Dear Chair Cutter:

I write on behalf of Chabot-Las Positas Community College District to again underscore strong support for the Tri-Valley-San Joaquin Valley Regional Rail Authority request to amend the 2014 Measure BB TEP. This action will directly benefit the taxpaying residents of the Tri-Valley, our students and employees, connect our Alameda County service work force, and importantly, it will create new jobs to stimulate our faltering economy.

CLPCCD provides educational opportunities and support for completing of students' transfer, associate degree, basic skills, career technical education, and retraining goals. We serve, annually, approximately 29,000 students. Our employees and students use public transportation to get to and from their homes to our places of work. Our research shows that our public transportation usage average is 10,000 individual rides per month and nearly 500 students take the bus each business day. Of our total student population, 20% take classes at both campuses. Valley Link to Livermore would support and facilitate the needs of student populations from both the Tri-Valley and 880/580 corridors.

We know there is still a great need for additional public transportation options for all of our students and employees. Valley Link and TEP Amendment will advance TOD plans currently underway at proposed stations – adding new and affordable housing units where they are needed most. It will also reduce congestion and improve safety on Interstate 580 – ranked as one of the Bay Area's most congested goods movement corridors that serves the Port of Oakland.

The time to act is now as this action will help position this vital project for federal and state stimulus funds. This project meets the moment and the urgency of this moment is now as we position our County and region for economic recovery and support the needs of our vital, taxpaying work force.

Chabot-Las Positas Community College District urges the Commission to consider the approval of Measure BB Transportation Expenditure Plan amendments for Valley Link.

Respectfully,

Ronald P. Gerhard
Chancellor

CC: Michael Tree, Executive Director, Tri-Valley – San Joaquin Valley Regional Rail Authority

CHABOT-LAS POSITAS COMMUNITY COLLEGE DISTRICT BOARD OF TRUSTEES

Edralin J. "Ed" Maduli, President
Genevieve Randolph, Secretary
Hal G. Gin Ed.D.
Linda Granger
Maria L. Heredia
Tim Sbranti

7600 Dublin Blvd., 3rd Floor
Dublin, CA 94568
Tel: 925-485-5207
Fax: 925-485-5256
www.clpccd.org

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LIVERMORE
CALIFORNIA

September 14, 2020

The Honorable Eliza Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Support for Alameda CTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Dear Chair Ortiz:

As a project partner and member of the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority), I write to request the support of the Planning, Policy and Legislation Committee's (PPLC) for the approval of the Authority's request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore. It will also support an intermodal connection between ACE and the BART system in the Tri-Valley and support the advancement of the Altamont Vision.

The Authority was created in 2017 by Assembly Bill 758 for the purpose of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the ACE commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

The Valley Link rail project would cover 42 miles connecting the existing Dublin/Pleasanton BART Station to the proposed ACE North Lathrop Station. This project will utilize existing transportation rights of-way where feasible. A second phase would extend service from the North Lathrop Station to the ACE and Amtrak Stockton Station. This rail-based solution was developed by the Authority through extensive studies and public outreach. The studies evaluated many alternatives, including rail alignments and transit modes, for potential benefits and impacts, including ridership, vehicle miles traveled, greenhouse gas emissions, capital and operating costs, travel

times, integration with land use, and cost-effectiveness. Along this corridor, studies have shown buses do not provide sufficient travel time reduction or capacity to be effective. Valley Link rail was found to carry significantly more riders and resulted in a much higher reduction in vehicle miles traveled.

Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. Valley Link will operate 74 daily round trips, providing and estimated 33,000 daily rides in 2040. This will result in the reduction of almost 100 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year.

Livermore residents are in support of utilizing Measure BB tax dollars for what they were originally intended for. The voters of Alameda County approved Measure BB funds to improve the Tri-Valley's access to BART. Livermore residents have been paying taxes for over 50 years for rail improvements to access BART which would be realized with the Valley Link project.

We urge the PPLC's support for the approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that the Valley Link project moves forward and supports the Altamont Vision that our agencies are diligently working jointly to advance.

Sincerely,

John Marchand

John Marchand, Mayor
City of Livermore

Cc: Scott Haggerty, Alameda County, Supervisor District 1
Tess Lengyel, Alameda CTC Executive Director
Vanessa Lee, Alameda CTC, Clerk of the Commission
Michael Tree, Authority, Executive Director

THE CITY OF PLEASANTON

September 11, 2020

The Honorable Elsa Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Subject: Support for 2014 Measure BB Transportation Expenditure Plan Amendment – Valley Link

Dear Chair Ortiz:

On behalf of the City of Pleasanton, I write to give our strong support for the approval of the Tri-Valley San Joaquin Valley Regional Rail Authority's (TVSJRAA) request to amend the 2014 Measure BB transportation Expenditure Plan. The amendment proposes to complete several actions: 1) recognize the TVSJVRRA as a new agency that is eligible to receive Measure BB funds; 2) Replace the BART to Livermore project with the Valley Link project and retain the $400 million in Measure BB funding for the Valley Link project.

The Valley Link Project is a critical regional project and will complete the regional rail concept initially envisioned for the Tri-Valley decades ago. With the approval of Assembly Bill 758 in 2017, the TVSJVRRA was created to expedite the planning, development and construction of a rail service that connects BART to the Altamont Commuter Express.

As stated in the City's previous letters dated May 26th, 2020 and June 26, 2020, the Valley Link Project will benefit the entire Tri-Valley by improving rail mobility from San Joaquin County to the Tri-Valley region. Valley Link will service approximately 28,000 riders per day which will reduce traffic congestion, vehicle miles traveled, and travel time through the Altamont and 580 corridor. Valley Link will also reduce GHG by 33,000 metric tons of CO2 in 2040 by operating a self- sufficient renewable energy system.

Valley Link will also support the advancement of Transit Oriented Development by supporting MTC's Plan Bay Area; having four PDA's located along the Valley Link alignment will support more than 2,200 homes, all located within ½ mile of the stations. These transit-oriented developments will be within walking distance to regular Valley Link service providing access throughout the day in both directions and connecting with the Bay Area's BART system which further contributes to the reduction of traffic congestion and GHG emissions in the Tri-Valley region.

P.O. Box 520, Pleasanton, CA 94566-0802 **123 Main Street**

City Manager (925) 931-5002 Fax: 931-5482
City Attorney (925) 931-5015 Fax: 931-5482
Economic Development (925) 931-5038 Fax: 931-5485
City Clerk (925) 931-5027 Fax: 931-5492

The project meets the vision and goals of Measure BB by expanding regional rail, providing traffic relief, improving air quality by providing clean transportation. We strongly urge the Planning, Policy and Legislation Committee approve the Measure BB amendment request by TVSJVRAA.

Sincerely,

Kathy Narum
City of Pleasanton, Vice Mayor

Electronic cc: Planning, Policy and Legislation Committee members
Mayor and City Council
Michael Tree, Executive Director of Tri-Valley – San Joaquin Valley Regional Rail Authority
Nelson Fialho, City Manager
Honorable Pauline Cutter, Commission Chair – Alameda County Transportation Commission
Tess Lengyel, Executive Director – Alameda County Transportation Commission
Ellen Clark, Director of Community Development
Mike Tassano, Deputy Director of Community Development, Transportation
Becky Hopkins, Assistant to the City Manager

CITY OF SAN RAMON

7000 Bollinger Canyon Road
San Ramon, California 94583
Phone: (925) 973-2500
www.sanramon.ca.gov

9/8/2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As a project partner and member of the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority), I write to support the approval of the Authority's request to an amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore. It will also support an intermodal connection between ACE and the BART system in the Tri-Valley and support the advancement of the Altamont Vision.

The Authority was created in 2017 by Assembly Bill 758 for the purpose of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the ACE commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. Valley Link will operate 74 daily round trips, providing an estimated 33,000 daily rides in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that the Valley Link project moves forward and supports the Altamont Vision that our agencies are diligently working jointly to advance.

Sincerely,



Bill Clarkson
Mayor, City of San Ramon

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Stacey Mortensen, SJRRC Executive Director
Michael Tree, Authority Executive Director

Dublin
CHAMBER OF COMMERCE
COMMUNICATE • COLLABORATE • ADVOCATE

6300 Village Parkway, Suite 200
Dublin, California 94568
(925) 828-6200 fax: (925) 828-4247
info@dublinchamberofcommerce.org

www.dublinchamberofcommerce.org

September 11, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

The Dublin Chamber of Commerce represents over 250 business organizations most who are within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 5600 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated $42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the

reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Ingeborg E. Houston
President and CEO

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

September 8, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Dear Chair Cutter:

On behalf of the East Bay Economic Development Alliance, the East Bay Leadership Council and Innovation Tri-Valley Leadership Group, which represent a broad range of private and public sector employers in Alameda County, we are writing to express our strong support of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). This Amendment acknowledges the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project.

This action will fulfill a commitment made to the voters of Alameda County to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work. It will help address both immediate and long-term transportation, housing, economic, and environmental needs in Alameda County as well as provide tremendous benefits to the greater Bay Area region. The recently completed Feasibility Report provided to the state legislature demonstrates that the Project is financially viable and provides significant increases in regional rail ridership in the Altamont Corridor.

The Altamont Corridor that connects the San Joaquin Valley to Alameda County and the greater Bay Area is one of the most heavily traveled and fastest growing corridors in the Northern California megaregion. In addition, the Altamont Corridor is also the primary gateway for goods movement between the Bay Area and the Central Valley and Southern California and relieving congestion is essential for maintaining and improving the health of our state's economy. According to a recent report in the Orange County Register, commuters in Northern San Joaquin County lead the nation in "super commuters" traveling 90 miles or more to work each day, which causes significant environmental harm. Furthermore, the Bay Area Council estimated that congestion will increase an additional 75% by 2040. To achieve state and regional environmental and economic development goals, a robust passenger rail alternative is needed in the Altamont Corridor to increase mobility by providing a sustainable transportation option, provide greater connectivity, as well as a better quality of life and access to educational opportunities, health care facilities, and other regional amenities.

The Tri-Valley is a thriving Bay Area job center - with two national laboratories and headquarters for more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated $42 billion. The quality of life it affords its residents is a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses, and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

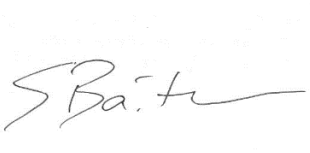
Valley Link's 42-mile, 7 station system is estimated to have a ridership of 28,000 by 2040. It will reduce the amount of greenhouse gases and air pollution emissions by diverting trips that would have previously been taken by an automobile. Specifically, this will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted Transit Oriented Development (TOD) Policy, Valley Link will also support the advancement of affordable housing and TOD by fostering more compact and sustainable growth centered around a robust rail network adjacent to its stations, which will further reduce VMT and greenhouse emissions. The TOD policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space.

The Project would also have a transformative effect on underserved communities by providing a convenient and inexpensive alternative to the rising costs and impacts of automobile usage. Connecting San Joaquin Valley to the Bay Area's large economic centers would increase safe and affordable transportation options between these communities while also providing an opportunity to rebalance job centers equitably. The Project addresses the social justice concerns caused by the displacement of former Bay Area residents living in San Joaquin County who rely on jobs in the Bay Area for their family's economic survival. Simply put, jobs will ultimately leave the Bay Area if we do not provide a reliable transit connection for those who are most in need.

During these challenging economic times, it is also important to note that Valley Link is projected to provide an estimated 22,000 jobs during construction, and when operational, support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing. The project already has substantial funding, and once it clears its final hurdle early next year with approval of the Final Environmental Impact Report, the amended TEP will make the project "shovel ready" and immediately eligible for federal funding opportunities.

In summary, Valley Link is consistent with the intent of the voters of Alameda County to extend rail service into the Tri-Valley. It is consistent with the State Rail Plan, MTC Regional Rail Plan, MTC Plan Bay Area 2050, and MTC Resolutions 3829 and 2007. We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,


Kristin Connelly	Stephen Baiter	Lynn Naylor
President & CEO	Executive Director	CEO
East Bay Leadership Council	East Bay Economic Development Alliance	Innovation Tri-Valley Leadership Group

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

# # #

East Bay Leadership Council (EBLC) is a private sector, public policy organization that advocates on issues affecting the economic vitality and quality of life of the region. EBLC's membership of East Bay employers include leaders from business, industry, health care, education, local government, labor and the nonprofit community. www.eastbayleadershipcouncil.org

East Bay Economic Development Alliance (East Bay EDA) is a unique cross-sector partnership of private, elected, county/city/town and nonprofit leaders in the East Bay counties of Alameda and Contra Costa, helping to establish the East Bay as a globally- recognized region to grow business and attract capital and resources to create quality jobs and preserve a high quality of life. www.EastBayEDA.org

Innovation Tri-Valley Leadership Group (ITVLG) is a business leadership association committed to connecting the businesses, research labs, educational institution and civic leaders in the Tri-Valley region of the East Bay, by generating job growth and economic vitality for a region that is globally connected, regionally united and locally unique. www.innovationtrivalley.org

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GILLIG

September 9, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Re: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

GILLIG is a 130-year-old American manufacturer of heavy-duty transit buses for cities and municipalities across the United States. We take great pride in our successful history as a US manufacturing business, and our employment of nearly nine hundred hard working Californians who are steadfast in helping our customers fulfill their duties and mission in public transit.

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), I write to you today to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

When GILLIG outgrew its facility in Hayward, we decided to build in the Tri-Valley because a large percentage of our workforce lived in the Northern San Joaquin County area. The length of their commutes coupled with inaccessibility to reasonable public transportation options weighed heavily on their overall quality of life. Moving to Livermore in 2017 meant shorter commute times for most employees and gave us more accessibility to high caliber talent outside our immediate area. It goes without saying that adding advanced rail connectivity, would be a huge benefit to both our employees and to GILLIG.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

GILLIG urges approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Derek Maunus
President & CEO, GILLIG

Cc: Scott Haggerty, Alameda County Supervisor
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

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HACIENDA

4305 HACIENDA DRIVE, SUITE 330 PLEASANTON, CA 94588
E: info@hacienda.org P: 925.734.6500 F: 925.734.6501
WWW.HACIENDA.ORG

September 9, 2020

The Honorable Pauline Cutter
Chair
Alameda County Transportation Commission
1111 Broadway
Suite 800
Oakland, California 94607

Re: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Dear Chair Cutter:

Hacienda is located near the geographic center of the San Francisco Bay Area and, at 875 acres, is the largest development of its kind in Northern California. Over 10 million square feet of existing, mixed-use space is occupied by some 700 companies that locally employ approximately 20,000 people. Key tenants include Kaiser Permanente, Oracle, Roche Molecular Systems and Gap who have all made substantive investments in their presence within Hacienda. In addition, Hacienda features homes to some 5,600 residents and is in the active planning and construction phase for as many more. Our facilities thrive because of the state-of-the-art working and living environments that have been developed which are in large part due to an ongoing commitment to providing comprehensive approaches to commute choices and community development.

Hacienda writes to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center with two national labs and headquarters for more than 450 technology companies, many of them located at Hacienda, and regional gross domestic product (GDP) of an estimated $42 billion. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the Interstate 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars and confronting an average 78-minute commute each way. Critical employment centers, such as Hacienda, need to make sure that all corridors leading into the Tri-Valley provide easy and convenient access for businesses whose labor supply extends into outlying areas. Likewise, residents at Hacienda similarly need the ability to enjoy access to corridors connecting the Tri-Valley with the larger region.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Transit Oriented Development Policy adopted by the Authority's Board, Valley Link will support the advancement of transit-oriented projects, such as Hacienda, adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. Hacienda's existing and proposed development along with the proposed Isabel Neighborhood Plan are examples of how this can happen throughout the system.

Valley Link is a transformational project that will link our most vital Bay Area workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and, when operational, support an estimate 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities; now more than ever given the recovery needs we are facing.

We urge approval of the Authority's request for the allocation of funding. This action will support the goals and objectives of Hacienda and the economic recovery of our region by ensuring that this important project will move forward.

Sincerely,

James Paxson
General Manager, HBPOA

cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

fc: Letter_ACTC TEP Amendment_090920.let
dc: BUS/TRI

IBEW Local Union 595
International Brotherhood of Electrical Workers
Established in 1907 - Over 100 Years of Service

GREG BONATO
Business Manager
Financial Secretary

September 10, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: **Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment**

Dear Chair Cutter:

As a Union within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 2500 members, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated $42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy

925.556.0595 • 925.556.0600 fax • www.ibew595.org • 6250 Village Parkway, Dublin, CA 94568

mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Greg Bonato
Business Manager-Financial Secretary

cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

GB:klp
opeiu #29
afl-cio

INTERNATIONAL ASSOCIATION
OF SHEET METAL,
AIR, RAIL AND
TRANSPORTATION
WORKERS

SHEET METAL WORKERS'
LOCAL UNION NO. 104

2610 CROW CANYON ROAD, SUITE 300
SAN RAMON, CALIFORNIA 94583-1547
TEL: (925) 208-4905 ▪ FAX: (925) 855-1328

Rob Stoker
POLITICAL AND PUBLIC RELATIONS DIRECTOR

September 8, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

RE: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Dear Chair Cutter:

On behalf of the International Association of Sheet Metal, Air, Rail and Transportation Workers, Sheet Metal Workers' Local Union No. 104, which encompasses approximately two thirds of the state of California, I am writing to express our strong support of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated $42 billion. The quality of life it affords its residents is a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses, and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Respectfully submitted,



Rob Stoker
Political & Public Relations Director

cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

September 10, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Dear Chair Cutter:

I have been directly involved in efforts to expand rail connectivity in the Tri-Valley since 1999 in various capacities, including as a federal and state legislative staffer, local elected official, and advocate for business and labor interests. Given my personal history, involvement, and knowledge of the project, I have been following the recent discussion and public comments regarding Valley Link with great interest.

During the past 21 years that I have been working on this effort, one noteworthy highlight that is particularly relevant to this item is when I served on the Measure BB Executive Steering Committee in 2014. One of the key principles as we were crafting the TEP was ensuring that the top transportation priorities of each of the four planning areas were addressed for purposes of equity. In 2014, the leaders of the eastern planning area (i.e. the Tri-Valley) identified BART to Livermore as one of those priorities. Today, the leaders of that same planning area are respectfully requesting that the successor project to BART to Livermore (i.e. Valley Link) be incorporated into the amended plan to fulfill the will of the voters of Alameda County for rail connectivity in the Tri-Valley. By approving this Amendment, the carefully crafted principles of regional equity through the fair distribution of projects and priorities within the four planning areas which comprise the TEP will be preserved. Notwithstanding the numerous benefits of Valley Link, by denying this Amendment it creates an injustice to the residents of eastern Alameda County by subjecting them to worsening congestion and air quality while shattering the foundational principles of the equitable distribution of resources that were the cornerstone of the TEP.

I have both spoken and written about the project's benefits previously, and I am aware that dozens of letters of support from key stakeholders have been written recently that have further articulated all of the reasons the TEP Amendment should be supported. I trust that you will review those carefully. Unfortunately, I believe that there are also mischaracterizations of Valley Link being circulated by opponents of the project. In order that you can make an informed decision. I wish to draw your attention to the attached "Myths vs. Facts" document that I have submitted with this letter. I apologize in advance for the length of this document, but I felt it was critically important for you to have this information.

Thank you in advance for your consideration, and it is my sincere hope that you will fulfill the long-awaited promises to the residents of the Tri-Valley and the vision of MTC Plan Bay Area 2050, the MTC Regional Rail Plan, and the State Rail Plan by voting to support Valley Link.

Sincerely,



Tim Sbranti
Strategic Initiatives Director, Innovation Tri-Valley Leadership Group (2018-present)
Deputy Chief of Staff/District Director, Congressman Eric Swalwell (2015-2018)
Mayor, City of Dublin (2008-2014)
Councilmember, City of Dublin (2002-2008)
District Aide, State Senator Tom Torlakson (1999-2001)

Myth vs. Fact

Tri-Valley – San Joaquin Valley Regional Rail Authority Request
Amendment to 2014 Measure BB Transportation Expenditure Plan

Myth: Measure BB Funds will be spent outside of Alameda County
Fact: This is simply not true.
No expenditure of Measure BB funds will be made outside of Alameda County. The proposed TEP amendment states that funds are for construction only in Alameda County and shall not be used until full funding commitments are identified and approved for an initial operating segment.

Myth: Valley Link primarily benefits non-Alameda County residents
Fact: The economies of the Northern California Megaregion are interconnected and residents and businesses throughout Alameda County will benefit from Valley Link
The project as defined will benefit Alameda County residents and businesses as well as San Joaquin County. Benefits of the project, including data specific to Alameda County residents is noted:

- 57% of the project track mileage is in Alameda County
- 74 round trips in 2040
- 10,137 daily boardings in the Tri-Valley in 2040
- 33,000 daily boardings in the full corridor in 2040
- 99.4 million annual reduction in vehicle miles travelled (VMT)
- 33,880 to 42,650 metric tons per year reduction in greenhouse gas (GHG)

Valley Link is vitally needed to support the interconnected economies of the Northern California Megaregion: both the Bay Area and San Joaquin County. An estimated 93,400 of our Bay Area workers are now living in Northern San Joaquin County, including those delivering our most vital services – firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Valley Link will connect our displaced workforce to housing and jobs, help companies attract and retain employees in Alameda County and cease the tide of companies seeking to move elsewhere.

It is also worth noting that the primary goods movement corridor from products being shipped to and from the Port of Oakland and other businesses in Alameda County to the Central Valley and Southern California are transported over the Altamont Pass. If improvements are not made to this corridor, this critical freight movement will come to a grinding halt, causing immeasurable harm to businesses and customers in Alameda County.

Myth: Valley Link will duplicate ACE service
Fact: They are complimentary and coordinated services
Valley Link will not duplicate ACE service. It will provide fast and frequent rail service to BART – operating 74 daily roundtrips a day with a focus on serving Tri-Valley, Oakland and San Francisco bound commuters. Expansion of the current ACE 4-daily roundtrip service is constrained due to operations on Union Pacific tracks in mixed freight.

Valley Link and ACE are working in partnership towards a long-term Altamont Corridor Vision that, consistent with the California State Rail Plan, will evolve into a coordinated megaregional system – providing connectivity to the future California High Speed Rail service. As plans for this long-term vision

are advanced, Valley Link will continue to plan upon providing fast and frequent service to a BART connection in the Tri-Valley with focus on serving the Oakland and San Francisco commute – while the ACE service will focus on longer-haul service with fewer stations and faster service to the Silicon Valley.

Myth: Valley Link will create sprawl
Fact: Valley Link will support compact development at stations
Valley Link provides a sustainable commute option to the more than 93,400 Bay Area workers who currently travel from their homes in Northern San Joaquin County to jobs in the Bay Area – where they've simply been priced-out. The Valley Link Board has adopted a transit-oriented development (TOD) policy, modelled after MTC's Resolution 3434 TOD requirements, that encourages local jurisdictions to conform to a minimum corridor threshold average of 2,200 units of housing within a half mile radius of stations and complete station area plans. These plans will address, at a minimum, future land use changes, station access needs, circulation improvements, pedestrian-friendly design, and other key features in support of transit-oriented development. Station area planning is currently underway for the Isabel, Downtown Tracy and River Island stations. The Dublin/Pleasanton, Isabel and Southfront stations are in Priority Development Areas (PDAs) established by MTC/ABAG.

Myth: Valley Link does not support the objectives of SB375
Fact: Will achieve significant reductions in greenhouse emissions
The primary focus of SB 375 is the reduction of greenhouse gas (GHG) emissions. Valley Link will reduce GHG by getting commuters out of their cars and onto trains. An estimated 75% of the 93,400 Northern San Joaquin Valley residents commuting to work in the Bay Area are driving alone. Ridership on Valley Link is projected to be an estimated 33,000 riders per day in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of between 33,880 and 42,650 metric tons of greenhouse gas emissions (GHG) per year depending on the vehicle technology. In addition, through a Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs.

Another goal of SB 375, as stated in Plan Bay Area 2040, was for the nine-county Bay Area region to provide sufficient housing for all new workers in the area. Not only has the region failed to achieve this goal, with the cost of a new housing unit in the area now estimated at $700,000, the goal of providing housing that is affordable to such workers may be unattainable. In contrast, the areas to be served by Valley Link provide many options for moderate income and affordable housing. By creating a commute option that allows those workers to reach jobs in the Bay Area region without increasing GHG emissions and congesting the area's roadways, Valley Link creates a win-win for both regions that might otherwise by unattainable.

Myth: A bus alternative would be more cost-effective
Fact: The bus alternatives fall way short
Express bus/BRT and enhanced bus alternatives were studied in the Project Feasibility Report and will be further examined in the EIR that is currently underway. Bus alternatives were also studied extensively in the BART to Livermore EIR that was certified by the BART Board in 2018. This review of bus alternatives have included a review of all possible ways to maximize the effectiveness of bus operations in this corridor - including a "bus on shoulder" alternative. In short, the bus alternatives appear to be less costly than rail but have much longer travel times, dramatically lower ridership and significantly less air quality improvement and environmental benefits.

Myth: Interstate 580 lanes will be lost in the Tri-Valley
Fact: No lane loss and minimal disruption is anticipated
There will be no loss of existing highway lanes or Express Lanes on I-580. Valley Link is currently working in partnership with Caltrans and ACTC (agency that oversees the I-580 Express Lanes) – planning to ensure minimal disruption during construction. It is important to note that the highway right-of-way was preserved (as feasible) for a potential BART extension in the I-580 median. Extensive efforts were made throughout the years to not preclude potential rail expansion when modifications to the

interstate were made and developments were planned in its proximity. When the decision was made to advance the I-580 Express Lanes, these efforts were continued. Although design and environmental review is still underway, it appears that impacts to existing infrastructure and land uses adjacent to I-580 will be minimized as a result of these efforts.

Myth: Insufficient study of alternatives
Fact: The Study of alternatives has been exhaustive and underway for many years
BART conducted extensive alternatives analysis, as both part of the 2010 Program Environmental Impact Report (EIR) and as part of the subsequent Project EIR certified in 2018. The 2010 Program EIR included analysis of 10 alignment alternatives. The Project EIR included extensive analysis of four alternatives plus a no project alternative. The alternatives included an Express Bus/Bus Rapid Transit Alternative and an Enhanced Bus Alternative. The analysis included detailed evaluation of potential benefits and impacts, including but not limited to: ridership, vehicle miles traveled, greenhouse gas emissions, capital and operating costs, travel times, integration with land use, and cost-effectiveness. The BART Project EIR found mixed performance results for the alternatives. While the cost per new rider for the Express Bus/BRT option was lower than for the rail alternatives, the rail alternatives carried significantly more riders and resulted in a higher reduction in vehicle miles traveled.

When the BART Board directed the General Manager to not advance an alternative, it effectively passed over to the Authority the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. In developing the Valley Link Feasibility Report, and continuing in the EIR, the Authority is evaluating alternatives, building off of the work done by BART as well as by ACE as part of the ACE Forward analysis. The Feasibility Report found, consistent with the BART findings, that the potential ridership benefits and greenhouse gas emission reductions were significantly higher for the rail alternative.

Myth: COVID-19: It's better to wait and defer decision
Fact: Valley Link will support economic recovery – inaction is costly
The time to advance this cost-effective solution is now – estimates show each year of delay will escalate cost by approximately $60 million per year. In developing the region's long-range transportation plan, Plan Bay Area 2050, MTC's direction is to assume that long-term travel and development patterns do not significantly change as a result of COVID-19; rather those impacts are largely concentrated in the early (first 10) years of the Plan. Projects under development within the Bay Area must be consistent with MTC's long-range plan – and Valley Link has been rated as one of the top projects and designated for near-term implementation.

Additionally, a decision now will provide the Valley Link project additional advantage and leverage when seeking competitive funds from State and federal opportunities in the near future. It is also worth noting that as the economy has slowly started opening up, one of the few corridors in the entire Bay Area to begin seeing congestion return is I-580 in the Tri-Valley. This proves that delaying action will actually stifle economic growth when it is needed the most.

Finally, Valley Link will play a significant role in the region's economic recovery. Cost-effectively connecting our region's work force to jobs, particularly among the service sector where telecommuting is not an option. Importantly, it will create an estimated 22,000 jobs during construction with an economic impact estimate of $3.5 billion, and 400 more per year when operational that will result in labor income of over $19 million per year and $69 million in business sales annually.

Myth: San Joaquin County commitment inadequate
Fact: The inter-regional cooperation occurring is unprecedented
The Authority is working closely with the county and cities in San Joaquin County, SJCOG and the state to secure additional funding for the project. Important to note is that SJOG was the first agency to contribute funding for the Valley Link Feasibility Report ($300,000), the City of Tracy has committed to the donation of a key 200-acre parcel under City ownership to the project to be used for an operation and maintenance facility. The property has an estimated value of $40 million. In April 2020, the SJCOG

Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds. Additionally, the SJCOG has included the project in their Congested Corridors Plan to access funding from the California Transportation Commission. Finally, SJCOG is preparing for a potential Transportation Sales Tax in 2022 that will provide both capital and operating funds for the Valley Link project.

Myth: Lack of outreach community support in Livermore
Fact: Outreach is a priority and community responsiveness a key goal
To-date there has been extensive public outreach in Livermore, first as part of the BART to Livermore project and subsequently when the Authority developed the Project Feasibility Report. The City of Livermore also conducted significant outreach as part of the Isabel Neighborhood Specific Plan, which is closely tied to rail service in Livermore. The project has received overwhelming support from residents, all of the Tri-Valley jurisdictions, civic groups and chambers of commerce and business groups and interests – each and every time an opportunity to provide advocacy and support has occurred.

A key mandate of AB758 and project goal adopted by the Authority Board is to be, "responsive to the goals and objective of the communities it will serve." To meet this goal, the Authority conducted an extensive community outreach program in the entire project area throughout the development of the Project Feasibility Report. This included community workshops in each of the station areas, including Livermore, and an online survey (available in English and Spanish) which was distributed widely through social media, employer newsletters, email blasts and the project website. In keeping with Board adopted Sustainability Policy Goals on Equitable Access, this community outreach included a focus on non-traditional, creative, grassroots approaches including pop-up events at public gatherings. In the Tri-Valley, an extensive number of pop-up events were conducted and included booths at the Farmer's Markets in Pleasanton, two days at the St. Patrick's Day Parade Event in Dublin, at the Dublin/Pleasanton BART Station, on the BART train, at ACE stations, Las Positas College on Club Day and at Contreras Market in Livermore. In addition, presentations were made to numerous civic and Chamber of Commerce meetings as well as briefings to City Councils upon request.

Myth: An EIR and full funding commitment is needed before decision is made
Fact: This has not been required of other projects
Valley Link should not be unfairly singled out. As with all projects in the 2014 TEP, the project must meet specific environmental deadlines and comply with regional, state and federal requirements. The TEP does not require that a project complete an environmental document before inclusion in the plan, nor does it require that full funding be in place. Every project in the 2014 TEP has a funding shortfall; the sales tax dollars are intended to be leveraged with other local, regional, state and federal funds to deliver the projects. Most of the named capital projects in the 2014 TEP did not have completed EIRs when the TEP was approved by voters. Only 4 of the 21 specifically named capital projects in the TEP had an approved EIR when the TEP was approved by voters.

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September 9, 2020

Via Email

Mayor Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Tri-Valley-San Joaquin Valley Regional Rail Authority Request for 2014 Measure BB Transportation Expenditure Plan Amendment – **SUPPORT**

Dear Chair Cutter and Commissioners:

I am writing on behalf of the Livermore Valley Chamber of Commerce (LVCC), a business membership organization with nearly 500 members from a cross-section of private/public and non-profit industry sectors that employ nearly 20,000 workers. Ensuring that public dollars are wisely spent and that taxpayers receive a good return on their investment, while responsibly and effectively planning, funding, and maintaining and operating our transportation system, is a key policy priority for LVCC.

LVCC supports the above referenced request, advancing the efforts to close the gap in the I-580 corridor for an urgently needed and long-awaited, effective rail connection between Livermore/Eastern Alameda County and the Dublin/Pleasanton East BART station. We reiterate the support formerly expressed by LVCC over many years for planning and funding support for such a project. Advancement of a rail extension project connecting BART in the I-580 corridor has withstood challenges and opposition, oftentimes by those that are not on the ground in the Tri-Valley corridor. We recognize many do so with a view of maintaining the status quo and protecting their own interests, unwilling or unable to consider the utility of a future comprehensive and connected transportation network effectively serving all major corridors of Alameda County.

Over decades, the Tri-Valley I-580 corridor and now this project as well as the former BART extension have been studied ad nauseum. And yet, we continue to experience chronic traffic congestion and the related impacts to air quality, local roadways, the economy and general quality of life by those that travel, live or work along the I-580 corridor. We are satisfied that the TVSJVRRA Valley Link project is warranted. ACTC has invested hundreds of millions of dollars in projects that serve regional travel, beyond Alameda County borders, infrastructure necessary to support a strong regional economy. We understand the collective responsibility and benefits to us all.

Livermore Valley Chamber of Commerce
2157 First Street Livermore CA 94550
925.447.1606
www.livermorechamber.org

Recalling the rigors and pain of developing Measure BB including the $400 million earmarked for a BART extension project to Livermore, there was little doubt that the intent was to close a crucial rail gap in the Tri-Valley I-580 corridor. Upon the failure of the BART board of directors to meet expectations to implement this project, and to ensure that this opportunity was not lost to the 20th century models of bus and BART, forward thinking leaders in the Tri-Valley acted to meet the challenge, establishing the TVSJVRRA and developing the Valley Link project.

Today as we contend with the impacts of the COVID-19 public health emergency, business leaders are already looking beyond the pandemic, planning to adapt some of the changes, and strengthen their business models for the 21st Century post-COVID economy. Operating outside of our comfort zone has become an acquired skill during COVID, requiring vision and courage to move towards a safe, sustainable and successful future. We expect no less from leaders that have power over our economic transportation future.

LVCC appreciates the wisdom of the Alameda County Transportation Commission in designating $400 million of funding in Measure BB (which was supported by LVCC) to provide for a future rail connection in this corridor. In light of events that have transpired since the approval of BB, LVCC strongly urges actions necessary to amend the expenditure plan to approve the request by the Tri-Valley-San Joaquin Valley Regional Rail Authority and move $400 million towards delivering Valley Link.

Respectfully,

Dawn P. Argula
Dawn P. Argula
CEO & President

C: ACTC Planning, Policy and Legislation Committee
Scott Haggerty, Alameda County Board of Supervisors
Tess Lengyel, ACTC
John Marchand, City of Livermore
Michael Tree, Valley Link

September 9, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of winery and hospitality employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated $42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation

infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Chris Chandler

Executive Director
Livermore Valley Winegrowers Association

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

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9/11/20

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Dear Chair Cutter:

Obtaining more safe and effective mass transit is critical to the Bay Area. Although it has temporarily lightened to some degree, it is well known that traffic conditions have become intolerable. These long commutes affect quality of life deeply in a negative way. The exhaustion that it causes among our citizens literally can affect their health as well.

Citizens like to feel productive and they need to be to accomplish their goals. Spending hours in their car has a very negative impact to these goals. They can work while commuting with mass transit. This allows them more time for family. They can catch a nap when needed to feel more refreshed.

We are talking about less pollution, more productivity, better quality of life, more rest, less chance of automobile accidents, this is a win-win in every sense for our community.

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 35 employees and more than 150 subcontractors, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and

greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Debbie Ferrari

Debbie Ferrari
Operations Manager

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

MARSHALL BROTHERS

September 9, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 65 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated $42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

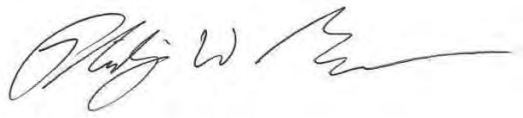
Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction

P.O. Box 2188, Livermore, CA 94551-2188 (925) 449-4020 www.mbenterprises.com

and when operational support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,
MARSHALL BROTHERS ENTERPRISES, INC.



Phillip W. Marshall
Sr. VP of Operations

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

Scott Haggerty, Chair
Alameda County

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Napa County and Cities

Eddie Ahn
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Cities of Santa Clara County

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U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Nick Josefowitz
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San Jose Mayor's Appointee

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Sonoma County and Cities

Gina Papan
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California State Transportation Agency

Amy R. Worth
Cities of Contra Costa County

Therese W. McMillan
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Brad Paul
Deputy Executive Director, Local Government Services

September 14, 2020

Tess Lengyel
Executive Director
1111 Broadway, Suite 800
Oakland, CA 94607

RE: Valley Link Transit Rail Project

Dear Ms. Lengyel:

I am aware that the Alameda County Transportation Commission (ACTC) Planning, Policy and Legislation Committee is taking up an amendment to the 2014 Measure BB expenditure plan (item 5.1) at its September 14, 2020 meeting. As you know, MTC has long supported actions to build the Tri-Valley Link Project and has committed over $60 million dollars since 2018 to bring this project forward. Most recently, at our June 24, 2020 meeting the Commission discussed the project at length and acted to allocate $46.8 million to the Tri-Valley - San Joaquin Valley Regional Rail Authority for completion of 30% design, environmental review documents and for various operations and technical reports/studies on the Valley Link project. The action your committee is contemplating to amend the expenditure to direct $400 million to the project is an important part of the overall financial plan for the project.

As well, the Valley Link project is featured as a higher preforming, early implementation transit expansion project for inclusion into Plan Bay Area 2050. MTC approved the transportation element of Plan Bay Area 2050 that included Valley Link, in July. Known as the 'Blueprint' at this point in the process, the Joint MTC Planning/ABAG Administrative Committee took action on Friday, September 1, 2020 to forward Valley Link among other projects, as part of the larger transit investment and GHG reduction strategy to the Commission and ABAG Executive Board for their approval this month.

When integrated with the Plan Bay Area 2050 Regional Growth Forecast the Blueprint will be further analyzed this fall in advance of approval of the Preferred Alternative for the Plan Bay Area 2050 EIR.

Please contact me if you have further questions.

Sincerely,

Therese W. McMillan
Executive Director, MTC

cc: Scott Haggerty, MTC Chair

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Northern California District Council LiUNA!

4780 Chabot Drive, Suite 200
Pleasanton, CA 94588
Ph: (925) 469-6800 Fax: (925) 469-6900
www.ncdclaborers.org

September 10, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Re: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As a labor union within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 35,000 members, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

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Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the

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Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Oscar De La Torre
Business Manager

ODLT:dle
liuna67

cc: Alameda County Transportation Commission Members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

From:	Vanessa Lee
To:	Tess Lengyel; Carolyn Clevenger
Subject:	Fwd: SEPTEMBER 14TH PPLC MEETING, AGENDA ITEM 5.1
Date:	Sunday, September 6, 2020 2:09:36 PM
Attachments:	Myth vs Fact - ACTC TEP Amendment_MT.doc ATT00001.htm

FYI
Sent from my iPhone

Begin forwarded message:

From: Robert Panas <robp212@gmail.com>
Date: September 6, 2020 at 1:45:53 PM PDT
To: Vanessa Lee <VLee@alamedactc.org>
Subject: SEPTEMBER 14TH PPLC MEETING, AGENDA ITEM 5.1

September 6, 2020

Ms.Vanessa Lee

Alameda County Transportation Commission

1111 Broadway, Suite 800
Oakland, CA 94607

Dear Ms Lee:

Subject: Regarding Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan (TEP) Amendment

My husband and I are writing to you today regarding our support for the Tri-Valley-San Joaquin Valley Regional Rail Authority request to amend the 2014 Measure BB TEP. We think this is an important and valuable step as it serves many purposes. First, it will directly benefit the taxpaying residents of the Tri-

Valley, second it will connect our Alameda County service work force, and third, it will create new jobs to stimulate our faltering economy. It will advance TOD plans currently underway at proposed stations – adding new and affordable housing units where they are needed most. It will also reduce congestion and improve safety on Interstate 580. 580 has gotten busier every year since we moved in, and while this is a good sign of growth it is also an indicator of the growing need for public transit to scale with the times. It should be possible to get to work and home without routinely sitting in 20+mile traffic jams that fill the Tri-Valley with smog.

We think that this is the right moment to take action as it will position this vital project for federal and state stimulus funds. Decades of studies have been carried out to decide how to extend transportation, these exhaustive analyses have covered nearly every imaginable alternative. The public has all the information we need to proceed, and any further studies are simply raising cost without raising value. Not only is all the information gathered, but the critical juncture of economic and public health disasters begs for a proactive stimulus to the local economy. This is exactly the time to invest in infrastructure to position our County for economic recovery and support the needs of our vital, taxpaying work force.

I urge you to carefully consider the facts when considering arguments being made in favor of other projects and interests. It is important to let the Valley Link Project and TEP Amendment decision stand on the merit of the facts. Please review the attached fact sheet and go to valleylinkrail.com for further information.

Sincerely,

Robert and Cynthia Panas

Attachment: Myth vs. Fact: Tri-Valley - San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Website: valleylinkrail.com

Myth vs. Fact

Tri-Valley – San Joaquin Valley Regional Rail Authority Request
Amendment to 2014 Measure BB Transportation Expenditure Plan

Myth: Measure BB Funds will be spent outside of Alameda County
Fact: This is simply not true.
No expenditure of Measure BB funds will be made outside of Alameda County. The proposed TEP amendment states that funds are for construction only in Alameda County and shall not be used until full funding commitments are identified and approved for an initial operating segment.

Myth: Valley Link primarily benefits non-Alameda County residents
Fact: The economies of the Northern California Megaregion are interconnected.
The project as defined will benefit Alameda County residents and businesses as well as San Joaquin County. Benefits of the project, including data specific to Alameda County residents is noted:

- 57% of the project track mileage is in Alameda County
- 74 round trips in 2040
- 10,137 daily boardings in the Tri-Valley in 2040
- 33,000 daily boardings in the full corridor in 2040
- 99.4 million annual reduction in vehicle miles travelled (VMT)
- 33,880 to 42,650 metric tons per year reduction in greenhouse gas (GHG)

Valley Link is vitally needed to support the interconnected economies of the Northern California Megaregion: both the Bay Area and San Joaquin County. An estimated 93,400 of our Bay Area workers are now living in Northern San Joaquin County, including those delivering our most vital services – firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Valley Link will connect our workforce to housing and jobs, help companies attract and retain employees on both sides of the Altamont Pass, and cease the tide of companies seeking to move elsewhere.

Myth: Valley Link will duplicate ACE service
Fact: They are complimentary and coordinated services
Valley Link will not duplicate ACE service. It will provide fast and frequent rail service to BART – operating 74 daily roundtrips a day with a focus on serving Tri-Valley, Oakland and San Francisco bound commuters. Expansion of the current ACE 4-daily roundtrip service is constrained due to operations on Union Pacific tracks in mixed freight.

Valley Link and ACE are working in partnership towards a long-term Altamont Corridor Vision that, consistent with the California State Rail Plan, will evolve into a coordinated megaregional system – providing connectivity to the future California High Speed Rail service. As plans for this long-term vision are advanced, Valley Link will continue to plan upon providing fast and frequent service to a BART connection in the Tri-Valley with focus on serving the Oakland and San Francisco commute – while the ACE service will focus on longer-haul service with fewer stations and faster service to the Silicon Valley.

Myth: Valley Link will create sprawl
Fact: Valley Link will support compact development at stations
Valley Link provides a sustainable commute option to the more than 93,400 Bay Area workers who currently travel from their homes in Northern San Joaquin County to jobs in the Bay Area – where they've simply been priced-out. The Valley Link Board has adopted a transit-oriented development (TOD) policy, modelled after MTC's Resolution 3434 TOD requirements, that encourages local jurisdictions to conform to a minimum corridor threshold average of 2,200 units of housing within a half mile radius of stations and complete station area plans. These plans will address, at a minimum, future land use changes, station access needs, circulation improvements, pedestrian-friendly design, and other key features in support of transit-oriented development. Station area planning is currently underway for the Isabel, Downtown Tracy and River Island stations. The Dublin/Pleasanton, Isabel and Southfront stations are in Priority Development Areas (PDAs) established by MTC/ABAG.

Myth: Valley Link does not support the objectives of SB375
Fact: Will achieve significant reductions in greenhouse emissions
The primary focus of SB 375 is the reduction of greenhouse gas (GHG) emissions. Valley Link will reduce GHG by getting commuters out of their cars and onto trains. An estimated 75% of the 93,400 Northern San Joaquin Valley residents commuting to work in the Bay Area are driving alone. Ridership on Valley Link is projected to be an estimated 33,000 riders per day in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of between 33,880 and 42,650 metric tons of greenhouse gas emissions (GHG) per year depending on the vehicle technology. In addition, through a Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs.

Another goal of SB 375, as stated in Plan Bay Area 2040, was for the nine-county Bay Area region to provide sufficient housing for all new workers in the area. Not only has the region failed to achieve this goal, with the cost of a new housing unit in the area now estimated at $700,000, the goal of providing housing that is affordable to such workers may be unattainable. In contrast, the areas to be served by Valley Link provide many options for moderate income and affordable housing. By creating a commute option that allows those workers to reach jobs in the Bay Area region without increasing GHG emissions and congesting the area's roadways, Valley Link creates a win-win for both regions that might otherwise by unattainable.

Myth: A bus alternative would be more cost-effective
Fact: The bus alternatives fall short
Express bus/BRT and enhanced bus alternatives were studied in the Project Feasibility Report and will be further examined in the EIR that is currently underway. This has included a review of all possible ways to maximize the effectiveness of bus operations in this corridor - including a "bus on shoulder" alternative. In all of the alternatives the buses must operate within mixed traffic to varying degrees. In short, the bus alternatives appear to be less costly than rail but have longer travel times, lower ridership and less air quality improvement.

Myth: Interstate 580 lanes will be lost in the Tri-Valley
Fact: No lane loss and minimal disruption is anticipated
There will be no loss of existing highway lanes or Express Lanes on I-580. Valley Link is currently working in partnership with Caltrans and ACTC (agency that oversees the I-580 Express Lanes) – planning to ensure minimal disruption during construction. It is important to note that the highway right-of-way was preserved (as feasible) for a potential BART extension in the I-580 median. Extensive efforts were made throughout the years to not preclude potential rail expansion when modifications to the interstate were made and developments were planned in its proximity. When the decision was made to advance the I-580 Express Lanes, these efforts were continued. Although design and environmental review is still underway, it appears that impacts to existing infrastructure and land uses adjacent to I-580 will be minimized as a result of these efforts.

Myth: Insufficient study of alternatives
Fact: The Study of alternatives has been exhaustive and underway for many years
BART conducted extensive alternatives analysis, as both part of the 2010 Program Environmental Impact Report (EIR) and as part of the subsequent Project EIR certified in 2018. The 2010 Program EIR included analysis of 10 alignment alternatives. The Project EIR included extensive analysis of four alternatives plus a no project alternative. The alternatives included an Express Bus/Bus Rapid Transit Alternative and an Enhanced Bus Alternative. The analysis included detailed evaluation of potential benefits and impacts, including but not limited to: ridership, vehicle miles traveled, greenhouse gas emissions, capital and operating costs, travel times, integration with land use, and cost-effectiveness. The BART Project EIR found mixed performance results for the alternatives. While the cost per new rider for the Express Bus/BRT option was lower than for the rail alternatives, the rail alternatives carried significantly more riders and resulted in a higher reduction in vehicle miles traveled.

When the BART Board directed the General Manager to not advance an alternative, it effectively passed over to the Authority the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. In developing the Valley Link Feasibility Report, and continuing in the EIR, the Authority is evaluating alternatives, building off of the work done by BART as well as by ACE as part of the ACE Forward analysis. The Feasibility Report found, consistent with the BART findings, that the potential ridership benefits and greenhouse gas emission reductions were significantly higher for the rail alternative.

Myth: COVID-19: It's better to wait and defer decision
Fact: Valley Link will support economic recovery – inaction is costly
The time to advance this cost-effective solution is now – estimates show each year of delay will escalate cost by approximately $60 million per year. In developing the region's long-range transportation plan, Plan Bay Area 2050, MTC's direction is to assume that long-term travel and development patterns do not significantly change as a result of COVID-19; rather those impacts are largely concentrated in the early (first 10) years of the Plan. Projects under development within the Bay Area must be consistent with MTC's long-range plan – and Valley Link has been rated as one of the top projects and designated for near-term implementation.

Additionally, a decision now will provide the Valley Link project additional advantage and leverage when seeking competitive funds from State and federal opportunities in the near future.

Finally, Valley Link will play a significant role in the region's economic recovery. Cost-effectively connecting our region's work force to jobs, particularly among the service sector where telecommuting is not an option. Importantly, it will create an estimated 22,000 jobs during construction with an economic impact estimate of $3.5 billion, and 400 more per year when operational that will result in labor income of over $19 million per year and $69 million in business sales annually.

Myth: San Joaquin County commitment inadequate
Fact: The inter-regional cooperation occurring is unprecedented
The Authority is working closely with the county and cities in San Joaquin County, SJCOG and the state to secure additional funding for the project. Important to note is that SJOG was the first agency to contribute funding for the Valley Link Feasibility Report ($300,000), the City of Tracy has committed to the donation of a key 200-acre parcel under City ownership to the project to be used for an operation and maintenance facility. The property has an estimated value of $40 million. In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds. Additionally, the SJCOG has included the project in their Congested Corridors Plan to access funding from the California Transportation Commission. Finally, SJCOG is preparing for a potential Transportation Sales Tax in 2022 that will provide both capital and operating funds for the Valley Link project.

Myth: Lack of outreach community support in Livermore
Fact: Outreach is a priority and community responsiveness a key goal
To-date there has been extensive public outreach in Livermore, first as part of the BART to Livermore project and subsequently when the Authority developed the Project Feasibility Report. The City of Livermore also conducted significant outreach as part of the Isabel Neighborhood Specific Plan, which is closely tied to rail service in Livermore. The project has received overwhelming support from residents, all of the Tri-Valley jurisdictions, civic groups and chambers of commerce and business groups and interests – each and every time an opportunity to provide advocacy and support has occurred.

A key mandate of AB758 and project goal adopted by the Authority Board is to be, "responsive to the goals and objective of the communities it will serve." To meet this goal, the Authority conducted an extensive community outreach program in the entire project area throughout the development of the Project Feasibility Report. This included community workshops in each of the station areas, including Livermore, and an online survey (available in English and Spanish) which was distributed widely through social media, employer newsletters, email blasts and the project website. In keeping with Board adopted Sustainability Policy Goals on Equitable Access, this community outreach included a focus on non-traditional, creative, grassroots approaches including pop-up events at public gatherings. In the Tri-Valley, an extensive number of pop-up events were conducted and included booths at the Farmer's Markets in Pleasanton, two days at the St. Patrick's Day Parade Event in Dublin, at the Dublin/Pleasanton BART Station, on the BART train, at ACE stations, Las Positas College on Club Day and at Contreras Market in Livermore. In addition, presentations were made to numerous civic and Chamber of Commerce meetings as well as briefings to City Councils upon request.

Myth: An EIR and full funding commitment is needed before decision is made
Fact: This has not been required of other projects
Valley Link should not be unfairly singled out. As with all projects in the 2014 TEP, the project must meet specific environmental deadlines and comply with regional, state and federal requirements. The TEP does not require that a project complete an environmental document before inclusion in the plan, nor does it require that full funding be in place. Every project in the 2014 TEP has a funding shortfall; the sales tax dollars are intended to be leveraged with other local, regional, state and federal funds to deliver the projects. Most of the named capital projects in the 2014 TEP did not have completed EIRs when the TEP was approved by voters. Only four of the 21 specifically named capital projects in the TEP had an approved EIR when the TEP was approved by voters. The Draft EIR is anticipated to be released in Fall 2020.

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PLEASANTON CHAMBER of COMMERCE

September 9, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

The Pleasanton Chamber of Commerce represents over 750 business organizations many of which fall within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a total work force of more than 25,000 employees. Our members strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated $42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

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Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,



Steve Van Dorn
President & CEO

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

THE CITY OF PLEASANTON

September 11, 2020

The Honorable Elsa Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Subject: Support for 2014 Measure BB Transportation Expenditure Plan Amendment – Valley Link

Dear Chair Ortiz:

As a member of the Pleasanton City Council, I am providing my support for the approval of the Tri-Valley San Joaquin Valley Regional Rail Authority's (TVSJRAA) request to amend the 2014 Measure BB transportation Expenditure Plan. The amendment proposes to complete several actions: 1) recognize the TVSJVRRA as a new agency that is eligible to receive Measure BB funds; 2) Replace the BART to Livermore project with the Valley Link project and retain the $400 million in Measure BB funding for the Valley Link project.

The Valley Link Project will benefit the entire Tri-Valley by improving rail mobility from San Joaquin County to the Tri-Valley region. At the gateway to Silicon Valley and the greater Bay Area, the City of Pleasanton bears the brunt of traffic congestion through the 580 and 680 corridors. Valley Link will service approximately 28,000 riders per day which will reduce traffic congestion, vehicle miles traveled, and travel time through the Altamont and 580 corridor. Valley Link will also reduce GHG by 33,000 metric tons of CO2 in 2040 by operating a self- sufficient renewable energy system.

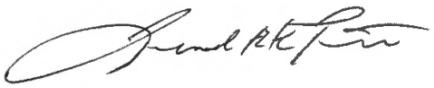
Valley Link will also support the advancement of Transit Oriented Development by supporting MTC's Plan Bay Area; having four PDA's located along the Valley Link alignment will support more than 2,200 homes, all located within ½ mile of the stations. These transit-oriented developments will be within walking distance to regular Valley Link service providing access throughout the day in both directions and connecting with the Bay Area's BART system which further contributes to the reduction of traffic congestion and GHG emissions in the Tri-Valley region.

The Valley Link Project is a critical regional project and will complete the regional rail concept initially envisioned for the Tri-Valley decades ago. It will expand regional rail, provide traffic relief, and will improve air quality by providing clean transportation. I urge the Planning, Policy and Legislation Committee approve the Measure BB amendment request by TVSJVRAA.

P.O. Box 520, Pleasanton, CA 94566-0802 **123 Main Street**

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City Attorney (925) 931-5015 Fax: 931-5482
Economic Development (925) 931-5038 Fax: 931-5485
City Clerk (925) 931-5027 Fax: 931-5492

Sincerely,



Jerry Pentin
City of Pleasanton, City Councilmember

Electronic cc: Planning, Policy and Legislation Committee members
Michael Tree, Executive Director of Tri-Valley – San Joaquin Valley Regional Rail Authority
Nelson Fialho, City Manager
Honorable Pauline Cutter, Commission Chair- Alameda County Transportation Commission
Tess Lengyel, Executive Director - Alameda County Transportation Commission

PONDEROSA
HOMES

September 8, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 30 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated $42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

An estimated 28,000 are projected to ride the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over $19 million per year and $69

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million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

PONDEROSA HOMES II, INC.

Jeffrey C. Schroeder
Senior Vice President, Land Acquisition & Planning

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

Congress of the United States
Washington, DC 20515

September 10, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

I write to support approval of the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority) request to an amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County and an eligible recipient of Measure BB funds. The amendment would also update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore. It will also support an intermodal connection between Altamont Corridor Express (ACE) and the Bay Area Rapid Transit (BART) system in the Tri-Valley and support the advancement of the Altamont Vision.

The Authority was created in 2017 for the purpose of planning, developing, and delivering cost-effective and responsive transit connectivity between BART and ACE rail service that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link is poised to fill the need for a rail alternative across the Altamont and is slated to be a robust and sustainable passenger rail system that has widespread support from constituencies and local leaders throughout the Northern California Megaregion. The 42-mile, seven-station system would link the Dublin/Pleasanton BART station in the Tri-Valley with communities and households in northern San Joaquin Valley. With 25 daily round trips, Valley Link staff estimates the service will provide 28,000 daily rides in 2040. Further, the Authority has also committed to making Valley Link an accessible and equitable public transit option, with four of the proposed stations in San Joaquin County within disadvantaged community geographic areas or areas designated as low-income communities.

As low-wage workers and others are displaced from the Bay Area to find more affordable housing, they are forced to make lengthier and more expensive daily commutes, making a rail connection a social justice issue. Given the potential this project has to improve the lives of commuters and help protect our environment, and given the motivation of its team to see the project completed and service begin, I want to make clear my strong support for approving the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that the Valley Link project moves forward and supports the Altamont Vision that regional agencies are diligently working jointly to advance.

Sincerely,

Eric Swalwell
Member of Congress

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Stacey Mortensen, SJRRC Executive Director
Michael Tree, Authority Executive Director

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SENATOR.GLAZER@SENATE.CA.GOV

California State Senate

SENATOR
STEVEN M. GLAZER
SEVENTH SENATE DISTRICT

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BUSINESS, PROFESSIONS & ECONOMIC DEVELOPMENT
SELECT COMMITTEE ON STUDENT SUCCESS

COMMITTEES
AGRICULTURE
EDUCATION
GOVERNMENTAL ORGANIZATION
INSURANCE

September 10, 2020

The Honorable Pauline Cutter
Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

I am writing to encourage you to support the Tri-Valley–San Joaquin Valley Regional Authority's (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as an agency eligible for Measure BB funds and move the $400 million of Measure BB funding identified for the BART to Livermore project to Valley Link. To achieve our region's goals for the economy, the environment, housing and transportation, we need a robust and sustainable passenger rail system. I believe that Valley Link is important for the future of our region.

In 2017, the California State Legislature created the Tri-Valley - San Joaquin Valley Regional Rail Authority to plan, develop and deliver cost-effective transit connectivity between the Bay Area Rapid Transit District's (BART) rapid transit system and the Altamont Corridor Express' (ACE) commuter rail service. In 2018, they adopted the Valley Link project as the prepared alternative.

Valley Link is an opportunity to deliver a fast and efficient inter-regional rail service, connecting people, housing and jobs in the Northern California region and providing much needed congestion relief in one of the Bay Area's most congested corridors. Currently, there are over 98,500 daily commuters, traveling an estimated 78 minutes each way. By 2040, overall traffic is estimated to increase by 75% on I-580.

Valley Link will expand Bay Area rail access from the Dublin/Pleasanton BART Station to additional destinations in the Tri-Valley, including stations at Isabel Ave/I-580 in Livermore and Greenville Road/I-580 in Livermore. In addition, it will connect the Tri-Valley and Bay Area with communities in Northern San Joaquin Valley, with stations in Mountain House, Tracy and River Islands.

Valley Link has widespread support throughout the community. In addition, their environmental clearance is nearly complete and their targeted revenue service date is set for 2027.

I appreciate your consideration and look forward to the advancement of this important project.

Respectfully,

Steven M. Glazer

Steven M. Glazer
CA State Senator
District 7

CC: Tess Lengyel, Alameda County Transportation Commission (ACTC), Executive Director

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SENSIBA SAN FILIPPO LLP
CERTIFIED PUBLIC ACCOUNTANTS AND BUSINESS ADVISORS

August 31, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

RE: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 100 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated $42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

My daughter is an ACSO deputy and my son is an EMT. Both of them serve our community and neither can afford to live in the communities they serve. We have 1,300 plus employees at our local hospital, many of whom cannot afford to live in the community and must commute to their jobs over the Altamont Pass. Reducing congestion on our freeways for goods movement, allowing essential workers and others to have a more efficient and predictable commute and reducing greenhouse gas emissions make Valley Link a win for the entire Bay Area.

An estimated 28,000 are projected to ride the 42-mile, 7-station system daily in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented

Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

John D. Sensiba

John D. Sensiba, CPA
Managing Partner

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

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SAN JOAQUIN COUNCIL OF GOVERNMENTS

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AND
THE COUNTY OF SAN
JOAQUIN

September 11, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

I am writing to help address the question of what the San Joaquin Council of Governments and our member jurisdictions are doing to support the development and eventual operation of a future Valley Link commuter rail program from the San Joaquin Valley to Alameda County. We have worked with the Tri-Valley, San Joaquin Valley Regional Rail Authority over the past three-plus years to help advance the cause of a continuously growing number of commuters from the northern San Joaquin Valley to various locations in the Bay Area. I am sure we will continue to work with the Authority to make this program a success.

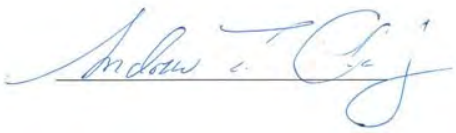
The following are a list of positive steps we and our member jurisdictions and agencies have taken to advance Valley Link and passenger rail service across the Altamont:

- The 2018 adopted San Joaquin County Regional Transportation Plan included a Valley Link description promoting the advancement of an environmental document and related engineering studies. I believe we were the first Metropolitan Planning Organization (MPO) to do so.
- The San Joaquin Regional Rail Commission (SJRRC) conducted an environmental document with AECOM called ACE Forward that programmatically looked at passenger rail service across the Altamont. The effort involved a combination of state and San Joaquin County sources of funding. This substantial effort gave Valley Link a head start on its environmental document. I believe it has been described as equivalent to about a $3 million effort in advancing the Valley Link environmental work.
- The San Joaquin Council of Governments board of directors has discussed the potential for a future sales tax measure for transportation purposes on a countywide basis. Funding for passenger rail service across the Altamont (ACE and Valley Link) would be a component. The SJCOG Board has not taken affirmative action on a potential measure but has directed the exploration of a possible 2022 measure. For context, the 2006 Measure K Renewal included almost 13% of its measure for the San Joaquin Regional Rail Commission for ACE. Also, the 2006 measure was passed with 78% of the vote.

- In 1990, the voters of San Joaquin County passed the original Measure K half-cent transportation sales tax. This included funding to begin the Altamont Corridor Express service (ACE). Later Alameda County and Santa Clara County joined in providing funding for the service; a cooperative effort that has been a great success.
- The City of Tracy has scheduled Measure Y on the November ballot to promote Transit Oriented Development primarily to pave the way for Valley Link.
- The City of Tracy is also in the process of preparing for Council consideration a transfer of land to Valley Link for a maintenance facility on the San Joaquin side of the Altamont.
- San Joaquin COG and the San Joaquin Regional Rail Commission continue to work cooperatively with MTC, ACTC, BART, LAVTA, and Caltrans District 4 on the Executive Steering Committee for Valley Link
- San Joaquin COG is just beginning our update to the 2018 Regional Transportation Plan. Three months ago we amended the Plan to include a portion of the capital construction of Valley Link in the Tracy area. We have been in discussion with MTC over coordinating our approaches in our Plans for both the Altamont Corridor Express and Valley Link.

I hope this information proves helpful to you and your board in your deliberations. SJCOG looks forward to continued coordination with ACTC, LAVTA, MTC, BART, SJRRC, and the State of California in improving the plight of the long-distance commuters through enhanced passenger rail service across the Altamont Pass with ACE and Valley Link.

Sincerely yours,



Andrew T. Chesley
Executive Director

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SAN JOAQUIN REGIONAL RAIL COMMISSION

Chair, **Christina Fugazi**, City of Stockton
Vice Chair, **Leo Zuber**, City of Ripon
Commissioner, **Debby Moorhead**, City of Manteca
Commissioner, **Bob Elliott**, San Joaquin County

Commissioner, **Scott Haggerty**, Alameda County
Commissioner, **John Marchand**, City of Livermore
Commissioner, **Nancy Young**, City of Tracy
Commissioner, **Doug Kuehne**, City of Lodi

Executive Director, **Stacey Mortensen**

September 10, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

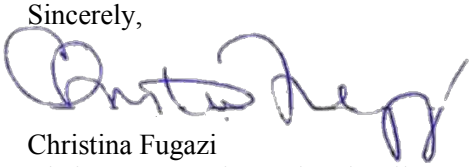
Dear Chair Cutter:

As a project partner and member of the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority), SJRRC writes to support the approval of the Authority's request to an amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore. It will also support an intermodal connection between ACE and the BART system and support the advancement of the Altamont Corridor Vision.

As the owner/operator of the ACE commuter rail service, SJRRC would like to highlight that ACE and Valley Link are complementary services. The two biggest markets served by ACE are between the Central Valley and Santa Clara County and Alameda County (Tri-Valley/Tri-City areas) to Santa Clara County. ACE trains run primarily on UPPR freight track which greatly limits the frequency of ACE. ACE's funded expansion program will extend ACE in the Central Valley to Sacramento, Stanislaus, and Merced counties. Valley Link offers a direct connection with BART at Dublin/Pleasanton which will greatly improve connectivity between Livermore/San Joaquin County to Oakland and San Francisco. Valley Link will also improve connectivity to BART for ACE passengers (with one or more Valley Link/ACE joint stations). Valley Link will provide a very frequent all-day rail link between the Tri-Valley and San Joaquin County whereas ACE service will continue to focus on serving the peak-periods traffic flows and serve longer-distance markets. SJRRC has also been working with the Authority to plan for shared infrastructure for Valley Link and ACE between North Lathrop and Livermore. It is important to highlight that SJRRC did the initial planning for what has become the Valley Link project – because it would complement ACE service and would have great potential benefits for the Altamont Corridor.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that the Valley Link project moves forward and supports the Altamont Corridor Vision that our agencies are diligently working jointly to advance.

Sincerely,



Christina Fugazi
Chair, San Joaquin Regional Rail Commission

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Stacey Mortensen, SJRRC Executive Director
Michael Tree, Authority Executive Director

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TOPCON

September 11, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 420 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated $42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

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Group
7400 National Drive
Livermore, CA 94550
Phone: 925-245-8300
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Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year.

In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:
Ray Vallejo
E4D259954140483...

Ray Vallejo, Chief Operations Officer

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

From:	Carolyn Clevenger
To:	Carolyn Clevenger
Subject:	FW: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment
Date:	Sunday, September 13, 2020 12:53:37 PM

From: Patricia (Trish) Munro <pkmunro@cityoflivermore.net>
Sent: Friday, September 11, 2020 5:01 PM
To: Contact <contact@alamedactc.org>
Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

As a resident of and councilmember for Livermore, I strongly support the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). I write this on a Friday afternoon. Were I to travel the 20 miles from my home to Tracy, it would take 40 minutes and I would be routed through backroads. Were I to drive the 28 miles from the Dublin-Pleasanton BART station—where Valley Link is proposed to connect—that would take me almost an hour, again cutting through town because the freeway is so impacted. The Tri-Valley is a thriving region with a traffic problem caused by inadequate housing throughout the Bay Area and inadequate public transportation linking San Joaquin County to the Tri-Valley. The result is less time for people to spend with families and engaging in their communities, poorer air quality for all, and poorer health for those sitting behind their steering wheels. The people who are most affected? Those who cannot afford to live closer to their jobs. Providing adequate public transportation is a social justice and environmental issue.

Valley Link will be a key part of solving these transportation problems. A TEP amendment would acknowledge the Authority as a new agency in Alameda County, make it an eligible recipient of Measure BB funds, and add Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. The Tri-Valley desperately needs rail connectivity to give our Bay Area work force the ability to thrive where they live.

I implore you to approve the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment, so that this critical project can move forward and that long-standing commitments to the Tri-Valley are finally honored.

Sincerely,

Trish Munro

Livermore City Council Member
1052 S. Livermore Ave.
Livermore, CA 94550
925-960-4016

It is always more complicated, takes longer, and costs more than you imagine. Do it anyway.

Together we can be the heroes we've been searching for.

Tri-Valley Conservancy

PRESERVE LAND. CONNECT COMMUNITIES. ENRICH LIFE.

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Jennifer Yeamans

Executive Director
Laura Mercier

September 10, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of 3 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated $42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space.

The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Laura Mercier

Laura Mercier
Executive Director

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

BOARD OF DIRECTORS

Scott Haggerty (Chair)
Supervisor, County of Alameda

Veronica Vargas (Vice Chair)
Councilmember, City of Tracy

Boardmember Paul Akinjo
Councilmember, City of Lathrop

Boardmember Benjamin Cantu
Mayor, City of Manteca

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Boardmember Bernice Tingle
President, Mountain House

Boardmember Bob Woerner
LAVTA Boardmember

Boardmember Leo Zuber
Vice Chair, ACE

Michael Tree
Executive Director

September 10, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan (TEP) Amendment

On behalf of the Tri-Valley – San Joaquin County Regional Rail Authority, I write to underscore strong support for approval of our agency's request to amend the 2014 Measure BB TEP. The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will directly benefit the taxpaying residents of the Tri-Valley.

Valley Link will link our Alameda County workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. An estimated 33,000 are projected to ride the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,880 to 42,650 metric tons of greenhouse gas emissions per year. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. It will also reduce congestion and improve safety on Interstate 580 – ranked as one of the Bay Area's most congested goods movement corridors and a vital link to the Port of Oakland. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

The time to take action on this request is now as it will help position this vital project for potential federal and state stimulus funds. The compelling facts have all been clearly identified and, after decades of studies that have exhaustively reviewed bus alternatives and virtually every imaginable alignment and mode option, there is simply no need for additional studies and delay with further consequential and wasteful cost escalation.

We urge the approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,
Scott Haggerty
Board Chair

Cc: Tess Lengyel, Executive Director, Alameda County Transportation Commission
Michael Tree, Executive Director, Tri-Valley - San Joaquin Regional Rail Authority

TRI-VALLEY TRANSPORTATION COUNCIL

September 9, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

RE: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Dear Chair Cutter:

Representing the Tri-Valley Transportation Council (TVTC), I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated $42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met. If you have any questions, please contact Lisa Bobadilla, TVTC administrator at (925) 973-2651 or email at lbobadilla@sanramon.ca.gov.

Sincerely,

Scott Perkins
TVTC Chair

Cc: Scott Haggerty, Alameda County Supervisor
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

WENTE
FAMILY ESTATES

August 8, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 250 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated $42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

An estimated 28,000 are projected to ride the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

5565 TESLA ROAD, LIVERMORE, CA 94550

WENTE
FAMILY ESTATES

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Karl D. Wente & The Wente Family

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

5565 TESLA ROAD, LIVERMORE, CA 94550

ALAMEDA County Transportation Commission

Valley Link
Connecting People, Housing, and Jobs

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Valley Link: TEP Amendment





A presentation to the Alameda CTC Commission

September 24, 2020

Overview

- Summary of PPLC action
- Project Background
- Project Briefing: Michael Tree, Executive Director TVSJVRRA
- 2014 Measure BB Amendment Process
- Comments Received
- Proposed Amendment

PPLC Meeting

- Extensive discussion at September 14th PPLC meeting
- Comments received by PPLC meeting
  - 72 comment letters
  - 22 verbal public comments, including 16 at PPLC
- Commission discussion
  - Alameda and San Joaquin county benefits and funding
  - Timing of amendment
  - Housing and interregional commutes
- One clarification was made to clarify the initial operating segment as going from the Dublin/Pleasanton BART station to a station in Mountain House in San Joaquin County
- PPLC voted to recommend approval of the TEP amendment to the full Commission

PPLC Clarification

Proposed TEP Amendment Language (See yellow highlight of PPLC clarification)

~~BART to Livermore~~ Valley Link Rail in Alameda County ($400 M)
This project funds the first phase of a ~~BART~~ Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County ~~I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment, defined as from the Dublin/Pleasanton BART station to the proposed Mountain House station, that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternatives assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Blue denotes new language added; Red denotes language removed

Funding for Rail in the Tri-Valley

- **Financial commitment:** Voters consistently supported funding
  - 1986 Alameda County Measure B
    - $170 million for a "Rail extension to Dublin Canyon"
  - 2000 Transportation Expenditure Plan
    - $8.7 million for I-580 Corridor/BART to Livermore Studies
  - 2014 Alameda County Measure BB
    - $400 million for BART to Livermore
  - Regional Measures (RM)
    - RM 1 bridge toll funding to advance planning, environmental and design work
    - RM 3 (2018) included $100 million for Tri-Valley Transit Access Improvements

BART to Livermore

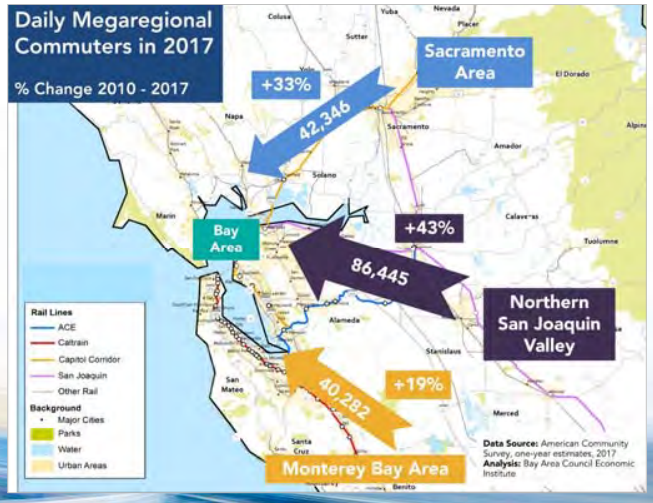
- 1980s: BART purchased a potential sites near I-580 and Isabel Avenue and Greenville Road to preserve land for extension
- 2010: BART completed a Program EIR evaluating station sites and alignments
- 2012: BART advanced conceptual engineering and environmental review of extension to Isabel Avenue
- 2017: BART released Draft Project EIR
- 2018: BART certified Final Project EIR and directed staff to not advance an alternative



Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA)

- Assembly Bill 758 created the TVSJVRRA for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County
- TVSJVRRA assumed responsibility to advance rail project in 2018 when the BART Board declined to advance the project
- TVSJVRRA leveraged significant amount of previous work:
  - BART to Livermore
  - ACE*Forward* planning and environmental work
- MTC Commission has included the Valley Link project in the transportation element of the Draft Plan Bay Area 2050

More Commuters Making Megaregional Trips



Source: www.bayareaeconomy.org

Valley Link Project

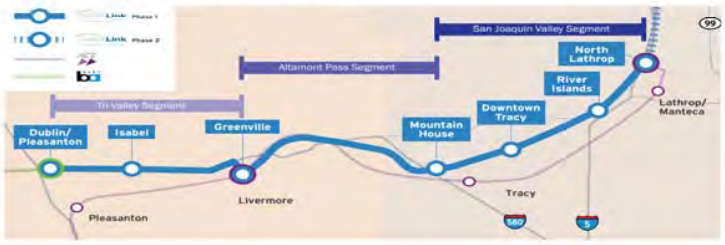
Proposed Project

Phase 1:
Rail service from the existing Dublin/Pleasanton BART Station to the proposed North Lathrop ACE Station, utilizing existing transportation rights-of-way where feasible.

Phase 2:
Rail service extended from the North Lathrop ACE Station to the existing Stockton ACE / San Joaquins Station.

Alignment

Rail service from Dublin/Pleasanton BART Station to the proposed ACE North Lathrop ACE Station, utilizing existing transportation rights-of-way where feasible. Development of the three segments in the Valley Link alignment, and future visionary and universal alignments in the Altamont Corridor separate from freight, will offer improved opportunities for future collaboration and unification for both ACE and Valley Link service.



Project Benefits to Alameda County

- Phase 1, D-P to North Lathrop: 33,000 daily riders in 2040
  - Tri-Valley Segment: 10,137
  - San Joaquin County Segment: 22,856
- Overall project benefits
  - Annual reduction of between 33,880 and 42,650 metric tons of GHG emissions in 2040
  - Reduction of approximately 570,000 average weekday vehicle miles traveled in 2040
- 57% of mileage is in Alameda County

Potential Project Phasing

- Phase 1: D-P to North Lathrop
- Phase 2: North Lathrop to Stockton
- Project could be delivered in phases, including an initial operating segment. Options under consideration include:

Potential IOS	Initial Daily Ridership	GHG Emissions Reduction* (annual metric tons)	Capital Costs** (mid-point YOE)
D-P to Greenville	8,372	4,075 to 5,739	$1.61 B
D-P to Mountain House***	11,101	3,980 to 7,172	$2.04 B

*Range based on various technologies under consideration
**Costs do not include O&M facilities ($198.67 M) and Vehicles ($508.82 M)
***Includes Southfront station

Draft Funding Plan

Fund Source	Estimated Amount
Alameda CTC Measure BB	$400 M
Regional Bridge Tolls	$188 M
City of Livermore Impact Fees	$40 M
Tri-Valley Transportation Council	$40 M
City of Tracy Property Contribution	$40 M
TOTAL	**$708 M**

Additional Potential Sources

- San Joaquin COG exploring a 2022 Transportation Sales Tax that could contain the Valley Link project
- City of Lathrop impact/developer fees and tax increment financing
- San Joaquin Valley Pollution District
- State funding: TIRCIP or Congested Corridors

Comment Period

- Commission approved initiation of the comment period on May 28, 2020
- Alameda CTC staff provided notification to the governing boards of all cities, the county and transit operators in Alameda County who are represented on the Alameda CTC Commission on May 29, 2020
- Comment period ended on July 13, 2020
- Comments received by September 11, 2020 are included in the summary matrix of comments and responses included as Attachment D with the full comment letters included in Attachments E and F
- All comments received by 5 p.m. on September 23, 2020 were distributed to the Commission as Handout, Attachment G, and posted to the Alameda CTC website

Key Themes - Support

- **Support:** Comments expressing support for the TEP Amendment focused on project benefits and the need for rail in the Tri-Valley
  - Fulfills a commitment made to the Tri-Valley to advance rail connectivity to Livermore
  - Assures Tri-Valley residents will benefit from the taxes they have paid
  - Reduction of over 99.4 million Vehicle Miles Traveled
  - Reduction of over 33,000 metric tons of greenhouse gas emissions per year
  - Support advancement of transit-oriented development
  - Protects open space
  - Supports businesses in the Tri-Valley by providing easy and convenient access
  - Provides an estimated 22,000 jobs during construction and between $2.6 billion and $3.5 billion in revenues

Key Themes – Oppose/Concerns

- Timing of the amendment
- Inadequate public noticing
- Insufficient alternatives analysis
- Interest in other transit alternatives in the corridor
- Benefits to San Joaquin and not Alameda County
- How an initial operating segment would be determined
- Potential project impacts related to sprawl and interregional commutes
- Measure BB equity considerations

Today's Action

TEP Project Requirements

- All implementing guidelines will be applicable to the project and project sponsor, similar to all other TEP projects
- Strict Project Deadlines: Each project will be given a period of seven years to receive environmental clearance approvals and to have a full funding plan for each project
- Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds, and includes local hiring requirements
- No expenditures outside of Alameda County

Proposed TEP Amendment

Proposed TEP Amendment Language (See yellow highlight of PPLC clarification)

~~BART to Livermore~~ Valley Link Rail in Alameda County ($400 M)
This project funds the first phase of a ~~BART~~ Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County ~~I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment, defined as from the Dublin/Pleasanton BART station to the proposed Mountain House station, that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternatives assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Blue denotes new language added; Red denotes language removed

Today's Action

- It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to:
  1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds;
  2) remove the BART to Livermore project and associated $400 million Measure BB funding;
  3) add Valley Link in Alameda County project with $400 million in Measure BB funding; and
  4) make associated technical amendments.
- The Commission Plan Amendment Resolution recommended for approval is included as Attachment B and the proposed 2014 Measure BB Expenditure Plan redline markups and technical amendments are detailed in Attachment C.
- This is an action item and requires 2/3 of the Authorized vote for approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Additional Background Slides

Rail in the Tri-Valley

- Long-standing commitment to rail service and connectivity
- **Planning and policy priority:** identified in state and regional rail planning
  - Alameda CTC Countywide Transportation Plans
  - 2007 MTC Regional Rail Plan
  - 2018 California State Rail Plan
- **Local land use planning:** Isabel Neighborhood Plan completed in May 2018 for development around a new rail station



2018 California State Rail Plan

Valley Link

Connecting People, Housing and Jobs

Briefing Materials

Tri-Valley ⟡ San Joaquin Valley
REGIONAL RAIL AUTHORITY

Improving Statewide Connectivity

Key Policy Objective
Support the vision of California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link closes critical transit gaps and improves connectivity within the Bay Area Megaregion by connecting two designated State Rail Hubs and providing a connection to High Speed Rail.



Transit Oriented Development Policy

ADOPTED DECEMBER 11, 2019

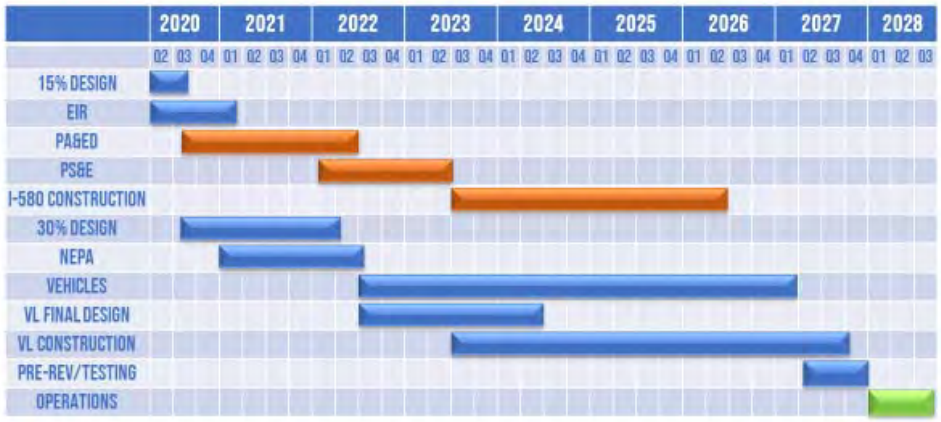
- Station area plans required that include zoning, design standards, parking policies and station access plans
- Station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within ½ mile radius of stations

Tri-Valley ⟡ San Joaquin Valley
REGIONAL RAIL AUTHORITY

Project Costs

- 2020 Capital Cost Estimate (mid-point YOE)
  - Phase 1: Dublin Pleasanton to North Lathrop
    - $2.81 B to $3.18 B
  - By segment (mid-point YOE)
    - D-P to Greenville: $1.61 B
    - Greenville to Mountain House: $424.97 M
    - Mountain House to North Lathrop: $429.27 M
    - Segment costs exclude O&M facilities ($198.67 M) and Vehicles ($508.82 M)

PROJECT SCHEDULE [UNCONSTRAINED FUNDING SCENARIO]



TEP Amendment Process

- TEP amendment process from the 2014 TEP
  - Amendments Require 2/3rds Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners
  - Comment Period: All jurisdictions within the County were given 45 days to comment
- Staff returning to Commission to report on the comments received

Comments Received as of 5 p.m. Sept 23, 2020

Agency	Support	Oppose	Questions/ Concerns
AC Transit – General Manager, not Board			X
Alameda County Board of Supervisors	X		
BART – Board Member McPartland	X		
BART – General Manager, not Board	X		X
City of Dublin	X		
City of Livermore	X		
City of Pleasanton	X		
City of San Ramon	X		
City of Union City	X		
LAVTA	X		
San Joaquin Regional Rail Commission	X		

Comments Received as of 5 p.m. Sept 23, 2020

Public/Organization	Support	Oppose	Questions/ Concerns
Alameda County Taxpayers Association		X	
Assemblymember Bauer Kahan	X		
Bay Area Council	X		
Bay Area Transportation Working Group		X	
Bike East Bay			X
Building and Construction Trades Council of Alameda County, AFL-CIO	X		
California Automotive Retailing Group	X		
Chabot Las Positas College	X		
East Bay Economic Development Alliance, East Bay Leadership Council and Innovation Tri-Valley Leadership Group joint letter	X		

Comments Received as of 5 p.m. Sept 23, 2020

Public/Organization	Support	Oppose	Questions/ Concerns
GILLIG	X		
Hacienda Business Park Owners Association	X		
Innovation Tri-Valley Leadership Group	X		
International Association of Sheet Metal, Air, Rail and Transportation Workers Local 104	X		
Jon Spangler		X	X
Laborers' Local 304	X		
Law Offices of Jason Bezis		X	X
Livermore Valley Chamber of Commerce	X		
Marshall Brothers Enterprises, Inc.	X		
Pleasanton Chamber of Commerce	X		
Ponderosa Homes	X		

Comments Received as of 5 p.m. Sept 23, 2020

Public/Organization	Support	Oppose	Questions/ Concerns
US Representative Eric Swalwell	X		
Robert and Cynthia Panas	X		
Sensiba San Fillippo Certified Public Accountants and Business Advisors	X		
Sierra Club		X	X
Train Riders Association of California		X	X
Tri-Valley Conservancy	X		
Tri-Valley Transportation Council	X		
Wente Family Estates	X		

Additional Comments Received

as of 5 p.m. Sept 23, 2020

Commenter	Support	Oppose	Questions/ Concerns
Alameda County Fairgrounds	X		
CEMEX	X		
Dublin Chamber of Commerce	X		
International Brotherhood of Electrical Workers Local 595	X		
Livermore Valley Winegrowers Association	X		
MAG Trucking	X		
Metropolitan Transportation Commission	X		

Additional Comments Received

as of 5 p.m. Sept 23, 2020

Commenter	Support	Oppose	Questions/ Concerns
Northern California District Council LiUNA	X		
Pleasanton City Council Member Pentin	X		
San Joaquin Council of Governments	X		
Senator Steve Glazer	X		
TopCon	X		
Trish Munro	X		
Tri-Valley San Joaquin Valley Regional Rail Commission	X		

Additional Comments Received

as of 5 p.m. Sept 23, 2020

Commenter	Support	Oppose	Questions/ Concerns
Law Offices of Jason Bezis representing Transportation Solutions Defense and Education Fund (TRANSDEF)		X	X
Building Industry Association (BIA)	X		
Cerro Vista Land & Development	X		
Dasen American Academy		X	
Lawrence Livermore National Laboratory	X		
Lehman Insurance Company	X		
Sherman Lewis		X	X
Livermore Valley Joint Unified School District	X		
Livermore Valley Winegrowers Association	X		

Additional Comments Received

as of 5 p.m. Sept 23, 2020

Commenter	Support	Oppose	Questions/ Concerns
Doug Mann		X	
Stanford Health Care – ValleyCare	X		
TRANSDEF		X	X
Steve Lanza, Innovation Tri-Valley Leadership Group, Lam Research and Tri-Valley Advising	X		
Tri-Valley Chamber of Commerce	X		
Visit Tri-Valley	X		
Wente Family	X		

Timing of the Amendment

- Commenters raised concerns that the TEP Amendment is being rushed. Commenters stated that there is no valid reason to amend the TEP at this point in time, and that the amendment should be delayed until the project's Environmental Impact Report (EIR) is available and the impacts of the COVID-19 pandemic on sales tax revenues and transit ridership are better understood.

Response: Timing of the Amendment

- Overall timeframe
  - Initial request was submitted in September 2019
  - Demonstrating a local funding commitment allows projects to be more competitive when seeking regional, state and federal funding
- Environmental Impact Report
  - The project must meet specific environmental deadlines and comply with regional, state and federal requirements
  - The TEP does not require that projects have completed an environmental document or have full funding plans before being in the TEP
  - Only four of the 21 specifically named capital projects in the TEP had an approved EIR when the TEP was approved by voters
- COVID-19 impacts
  - Long-term travel impacts of COVID-19 are unknown at this time
  - Alameda CTC is carefully monitoring the impact of COVID-19 on sales tax revenues

Inadequate Public Noticing

- Commenters raised concerns that the proposed TEP Amendment was not noticed to the public or posted on the Alameda CTC website. Requests were made for more time for the comment period, and for all comments to be posted by the end of July.
- Response
  - TEP Implementing Guidelines for a proposed TEP Amendment requires a comment period for jurisdictions
  - Following the Commission's May 28, 2020 approval to initiate the comment period, Alameda CTC staff provided notification to the governing boards of all cities, the county and transit operators in Alameda County who are represented on the Alameda CTC Commission
  - Staff were directed to include the full set of comments received in the PPLC materials and distribute those in advance of the meeting per standard Commission processes

Insufficient Alternatives Analysis

- Commenters stated that there had been insufficient analysis of alternatives, with specific focus on further analysis of a bus alternative in order to determine if there are better, more efficient uses of the funding
- BART and other commenters raised concerns regarding ensuring full understanding of and eligibility for BART core system impacts as part of the project and potential uses of the $400 million
- A few commenters specifically referenced TEP Implementing Guideline #22 as a reason other projects could be eligible for the funding

Response: Insufficient Alternatives Analysis

- BART conducted extensive alternatives analysis, as both part of the 2010 Program Environmental Impact Report (EIR) and as part of the subsequent Project EIR certified in 2018
  - 2010 Program EIR included analysis of 10 alignment alternatives
  - 2018 Project EIR included extensive analysis of four alternatives plus a no project alternative
- Valley Link Feasibility Report further evaluated alternatives and continues to do so as part of the environmental document

Response: Other Transit Investments

- TEP Guideline 22
  - Should a planned project become undeliverable, infeasible or unfundable due to circumstances unforeseen…funding for that project will be reallocated to another project or program of the same type
  - The Valley Link project is a Transit project as is the BART to Livermore Project and it is at the Commission's discretion to act on a plan amendment to use these funds for transit purposes
- BART Core impacts
  - The TVSJVRRA has proposed to enter into an MOU with BART to address these future potential impacts
  - BART and the TVSJVRRA continue to work closely to fully identify and understand all potential impacts and benefits
  - Faregate modernization for non-Valley Link stations does not appear to be directly linked to impacts of the Valley Link project

Benefits San Joaquin County Not Alameda County

- Concerns were raised that Alameda County residents would not benefit from the project, but instead the project will primarily benefit San Joaquin County residents. In addition, concerns were raised that San Joaquin County has not committed funding to the project
- Response: Measure BB funds will only be spent on transportation improvements in Alameda County

Response: Benefits to Alameda County

- Benefits of the project, including data specific to Alameda County residents where possible, as provided by the Valley Link staff is noted below. Data is based on an extension from Dublin-Pleasanton BART to North Lathrop.
  - 10,137 daily boardings in the Tri-Valley in 2040
  - 32,993 daily boardings in from Dublin-Pleasanton BART to North Lathrop in 2040
  - Annual reduction of between 33,880 to 42,650 metric tons of greenhouse gas emissions in 2040 depending on the vehicle variant under consideration
  - Reduction of approximately 570,000 average weekday vehicle miles travelled in 2040
  - Approximately 57% of the project track mileage is in Alameda County
  - Transit-oriented development in the Tri-Valley including developments at the proposed Isabel station and Southfront station alternative

Response: San Joaquin Funding

- Funds are for construction only in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment
- TVSJVRRA is working closely with cities in San Joaquin County, the San Joaquin Council of Governments (SJCOG), and the state to secure additional funding for the project
- In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including showing $163.9 million for the project in the plan from future measures and state funds
- SJCOG also contributed funding for the environmental document

Determination of Initial Operating Segment

- Requests for more detail on how an initial operating segment would be determined
- Response: the TVSJVRRA Board is considering potential initial operating segments in order to more quickly deliver service

Potential IOS	2025 Daily Ridership	GHG Emissions Reduction* (annual metric tons)	Capital Costs** (mid-point YOE)
D-P to Greenville	8,372	4,075 to 5,739	$1.61 B
D-P to Mountain House***	11,101	3,980 to 7,172	$2.04 B

*Range based on various technologies under consideration
**Costs do not include O&M facilities ($198.67 M) and Vehicles ($508.82 M)
***Includes Southfront station

Potential Impacts to Sprawl and SB 375

- Commenters stated that the project will increase sprawl and further the distances between where people live and work. It was noted that this would violate the "inter-regional commuting" policy of Senate Bill 375 (SB 375) and Plan Bay Area
- Response:
  - SB 375 applies to regional transportation plans/sustainable communities strategies (RTP/SCS) that are adopted by metropolitan transportation organizations (MPOs) in the state of California
  - MTC Commission recently voted to include Valley Link in the Final Blueprint Transportation Element of Plan Bay Area 2050, the RTP/SCS currently in development in the Bay Area region; final PBA 2050 approval in summer/fall of 2021
  - SJCOG's most recent RTP/SCS was amended in early 2020 to include the Valley Link project
  - MTC's robust project performance assessment did not identify performance concerns with the Valley Link project regarding the project conflicting with the guiding principles of Plan Bay Area and identified it as a relatively well performing regional rail project.
  - The TVSJVRRA has adopted a Transit Oriented Development (TOD) Policy to support the advancement of transit-oriented development (TOD) in Valley Link station areas.
  - The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines

Measure BB Equity Considerations

- Commenters stated that the amendment would require the entire TEP to need to be reopened because it would dramatically change the distribution of benefits across the county. That would therefore require the basic allocation formula for local streets and roads to need to be reconsidered
- Response:
  - When the 2014 TEP was crafted by the Commission, it was done so to address geographic equity in investments and to reach consensus on a set of projects and programs that would provide benefits in all areas of Alameda County
  - The $400 million was identified in the TEP for a rail extension in the Tri-Valley so the proposed amendment does not change the geographic distribution of the benefits of the overall TEP

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

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City of San Leandro

Commission Vice Chair
Councilmember John Bauters
City of Emeryville

AC Transit
Board Vice President Elsa Ortiz

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

BART
Director Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezzy Ashcraft

City of Albany
Mayor Nick Pilch

City of Berkeley
Mayor Jesse Arreguin

City of Dublin
Mayor David Haubert

City of Fremont
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Councilmember At-Large
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Councilmember Sheng Thao

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City of Pleasanton
Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

ALAMEDA COUNTY TRANSPORTATION COMMISSION
Resolution No. 20-007

Resolution of the Alameda County Transportation Commission Amending the 2014 Transportation Expenditure Plan to Delete the BART to Livermore Project and add the Valley Link Project

WHEREAS, by action of the governing body ("Commission") of Alameda County Transportation Commission ("Alameda CTC") at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan ("2014 TEP"), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated $400 million to a project identified as "BART to Livermore," constituting the first phase of a San Francisco Bay Area Rapid Transit District ("BART") extension within the I-580 Corridor to serve residents and businesses in that Corridor.

WHEREAS, on May 24, 2018, the BART Board certified the Final Environmental Impact Report for the BART to Livermore project, but declined to approve the project as proposed nor any alternative for the project.

WHEREAS, Assembly Bill (AB) 758, as adopted by the State legislature and signed by the Governor, created the Tri Valley San Joaquin Valley Regional Rail Authority ("TVSJVRRA"), an entity led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal of TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley, to address regional economic and transportation challenges.

WHEREAS, AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed

WHEREAS, the 2014 TEP and Public Utilities Code Section 180207 together provide that the 2014 Plan may be modified if an amendment is approved by a two-thirds vote of the Commission.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended to delete the BART to Livermore Project and all references to that Project;

BE IT FURTHER RESOLVED that the Tri Valley San Joaquin Valley Regional Rail Authority be recognized as an eligible agency for recipient of funds in the 2014 TEP;

BE IT FURTHER RESOLVED that the Valley Link Rail Project in Alameda County with an allocation of $400 Million is placed in the 2014 TEP, described as follows:

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment, defined as from the Dublin/Pleasanton BART station to the proposed Mountain House station, that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BE IT FURTHER RESOLVED that the 2014 TEP be amended to include the following specific description of the Valley Link Project:

A proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, September 24, 2020 in Oakland, California, by the following vote:

AYES: 23 NOES: 2 ABSTAIN: 1 ABSENT: 1

SIGNED: Attest:

Pauline Russo Cutter,
Chair, Alameda CTC

Vanessa Lee,
Clerk of the Commission

Memorandum

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

DATE:	September 24, 2020
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	**ADDITIONAL COMMENT LETTERS**: Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Please find copies of additional comment letters that were received after the mail-out for the Commission meeting attached here:

- Building Industry Association
- Cerro Vista Land & Development
- Dasen American Academy
- Doug Mann
- Law Offices of Jason A. Bezis on behalf of Transportation Solutions Defense and Education Fund (TRANSDEF)
- Lawrence Livermore National Laboratory
- Lehman Insurance Agency
- Livermore Valley Joint Unified School District
- Livermore Valley Winegrowers Association
- Sherman Lewis
- Stanford Health Care - ValleyCare
- Steve Lanza, Innovation Tri-Valley Leadership Group and Lam Research and Tri-Valley Advising
- TRANSDEF
- Tri-Valley Chamber of Commerce Alliance
- Visit Tri-Valley
- Wente Family

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BIA BAY AREA

BUILDING INDUSTRY ASSOCIATION

sent via email

Sept. 22, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chairwoman Cutter:

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As a membership organization with more than 400 companies engaged in the business of entitling, designing and building new homes within the jurisdiction of the Alameda County Transportation Commission (ACTC), I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the authority as an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they live and work.

The Tri-Valley is a thriving Bay Area job center with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated $42 billion. The quality of life it affords its residents is a large part of its competitive advantage but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area such as firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, seven-station system in 2040. This will result in the reduction of over 99.4 million vehicle miles traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through ACT's Transit Oriented Development policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce

responsibility to advance a rail extension in the Corridor, now identified as "Valley Link."

WHEREAS, a key requirement of AB 758 was that the TVSJVRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

WHEREAS, the TVSJVRRA has been updating the project costs as part of project development. The most current project cost estimates range from $2.81 billion to $3.18 billion in mid-point year of expenditure dollars for the Phase 1 project from Dublin-Pleasanton to North Lathrop. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021.

To date, a total of $708 million is identified by the TVSJVRRA as available for the project: $400 million in Measure BB funds (per a 2014 TEP amendment), $188 million in Bridge Toll funds (including $100 million in Regional Measure 3 funds), $40 million in impact fees from the City of Livermore, $40 million from the Tri-Valley Transportation Council, and $40 million from the City of Tracy property contribution. The project is expected to compete for regional, state and federal funds to secure additional funding. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

WHEREAS, given that the Valley Link project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRA established an Executive Steering Committee (ESC) comprised of MTC, San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (SJRRC), BART, Alameda CTC, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project, as outlined below:

MTC: In September 2018, MTC allocated $10.12 million to the TVSJVRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In March 2020, MTC approved an additional allocation of $3 million in AB1171 Bridge Toll funds to the TVSJVRRA for the environmental phase and updates to the preliminary engineering plans. In June 2020, MTC allocated an additional $46.8 million to advance the project's environmental and design phases.

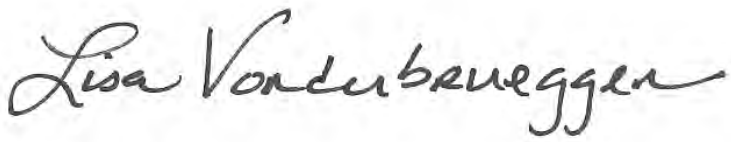
SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of $163.9 million for the project in the plan from future measures and state funds, and SJCOG also contributed funding for the environmental document. In addition, the City of Tracy is anticipated to act in September 2020 to donate a 200-acre parcel under City ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of $40 million.

VMT and greenhouse emissions. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link will link our Northern California megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the authority's request for a 2014 Measure BB Transportation Expenditure Plan amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are met.

Sincerely,



Lisa A. Vorderbrueggen
BIA|Bay Area, East Bay Executive Director for Governmental Affairs
1350 Treat Blvd., Ste. 140
Walnut Creek, CA 94598
925-348-1956
lvorderbrueggen@biabayarea.org

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

From:	Carolyn Clevenger
To:	Carolyn Clevenger
Subject:	FW: SEPTEMBER 24TH ACTC Meeting: TEP Amendment - Support for Valley Link
Date:	Tuesday, September 22, 2020 5:31:02 PM
Attachments:	image001.png image003.png

From: alan@cerrovista.com <alan@cerrovista.com>
Sent: Tuesday, September 22, 2020 4:41 PM
To: Vanessa Lee <VLee@alamedactc.org>; Tess Lengyel <tlengyel@alamedactc.org>; shaggert@acgov.org; mtree@valleylinkrail.com
Subject: SEPTEMBER 24TH ACTC Meeting: TEP Amendment - Support for Valley Link

September 22, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As a business owner within the jurisdiction of the Alameda County Transportation Commission (ACTC), I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated $42 billion. The quality of life it affords its residents is a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse

emissions within the station environs.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Alan Cerro

Cerro Vista Land & Development
"Bringing Your Legacy Into Full View"
4758 Cross Road
Livermore, CA 94550
925-250-4289 (Mobile)
www.cerrovista.com

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

Dasen American Academy
444 Estudillo Avenue
San Leandro CA 94577

Honorable Pauline Cutter, Mayor of San Leandro
San Leandro City Hall

Dear Mayor Cutter:

As you may know I run a 501c3 Non Profit business in San Leandro. Our mission is to help our mostly young charges gain self-confidence and, through our emphasis on empathy, ethics and etiquette, develop into stronger, more productive and happier adults. Our program is popular with parents and the kids enjoy being at the Academy (currently shut down because of the pandemic)

I am writing to you in your capacity as the Chair of the Alameda County Transportation Commission to ask that you vote to defer a $400,000,000 allocation of Alameda County sales tax funds to the Valley Link project which is still in its early conceptual engineering stage. The value of this very expensive project to the people of Alameda County is still very much in doubt.

I'm told by people I trust that it is much too early to making so large an allocation, especially in view of the fact that its transportation benefits would devolve mostly to another County. As a long time admirer of your good work as Mayor of San Leandro, I urge you to vote for delay. Your serious consideration of this request would be most appreciated.

Sincerely,

XC

Xiebing
Founder and President
Dasen American Academy

From:	Carolyn Clevenger
To:	Carolyn Clevenger
Subject:	FW: Item 7.1 comment
Date:	Tuesday, September 22, 2020 5:31:18 PM

From: Doug Mann <doug@dougmann.com>
Sent: Tuesday, September 22, 2020 3:21 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Item 7.1 comment

Public Comment by Doug Mann, Livermore, on Alameda CTC September 24, 2020 Meeting Agenda Item 7.1 Expressing Opposition to 2014 Measure BB TEP Amendment Diverting $400 million to Valley Link Project.

In 2014 Alameda County voters approved the Measure BB sales tax increase to extend BART to Livermore. Now the Alameda County Transportation Commission, with support from Supervisor Haggerty and Tri-Valley Mayors Marchand, Thorne, and Haubert, is poised to divert $400 million of Measure BB funds to build the proposed "Valley Link" railroad to San Joaquin County. The Bay Area Transportation Working Group (BATWG), of which I am a member, opposes this action.

1. The $400 million allocated to Livermore for BART to Isabel Avenue – the largest single cost item in Measure BB – was intended to improve Tri-Valley access to and from BART. Measure BB promised voters, "Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County." Valley Link violates Measure BB by forcing Alameda County taxpayers to build an expensive new railroad through Altamont Pass and subsidize Central Valley commuters who don't pay the tax.

2. Greenville Road and Grant Line Road stations could induce sprawl and contravene the County's urban growth boundary (2000 Measure D).

3. The Metropolitan Transportation Commission ridiculously has diverted $60 million of "toll bridge seismic retrofit" dollars to Valley Link.

4. Senate Bill 916 (2003), implemented through voter-approved 2004 Regional Measure 2, says that MTC/Bay Area Toll Authority "shall … fund … rail or High-Occupancy Vehicle lane direct connector to BART and other improvements on I-580 in Alameda County for use by express buses." But the sponsors of the Valley Link proposal are disregarding this "express buses" mandate.

5. Bus systems are more flexible and have much lower capital and operating costs. The cheapest, fastest and best way of connecting Livermore with BART would be via an express bus network, patterned after the popular and well-used hi-tech buses. The Valley Link "alternatives analysis" was extremely inadequate in this regard. It studied a single bus line over the hills to San Joaquin County duplicating the proposed railroad, which offers little benefit to Tri-Valley residents. The potential of an efficient network of buses to improve travel in the Tri-Valley and augment access to Dublin/Pleasanton BART station was ignored.

Doug Mann
doug@dougmann.com
925 449 8147

LAW OFFICES OF JASON A. BEZIS
3661-B Mosswood Drive
Lafayette, CA 94549-3509

September 23, 2020

Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607
VIA E-MAIL TO contact@alamedactc.org; vlee@alamedactc.org

Re: September 24, 2020 Meeting: Agenda Item 7.1: Opposition to Measure BB TEP Amendment

Dear Chair Cutter and Commissioners:

This office represents Transportation Solutions Defense and Education Fund (TRANSDEF), which is opposed to a request by the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) for a 2014 Measure BB Transportation Expenditure Plan (TEP) Amendment. TRANSDEF requests that Alameda CTC postpone further action on this TEP Amendment, for reasons expressed in its separate letter and for the reasons that follow.

TEP Amendments are apparently very rare in Alameda County. Since Measure B's passage in 1986, TRANSDEF is aware of just two amendments to TEPs in this county, in 2005 and 2006. The Valley Link TEP Amendment apparently would be the third and by far the largest ($400 million). Because of its great financial significance (the largest capital project in Measure BB), the Commission must not allow the amendment process to be marred by procedural flaws.

I. TEP Amendment in Proposed Alameda CTC Resolution 20-007 Violates Public Utilities Code § 180207 and 2014 Measure BB Implementing Guideline No. 4.

First, this $400 million TEP Amendment cannot be completed at the September 24, 2020 Alameda CTC meeting because this TEP Amendment process is in violation of Public Utilities Code § 180207. This TEP Amendment process also is in violation of 2014 Measure BB Implementing Guideline No. 4, which states in part, "All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment." See also Measure BB ordinance, Section 3(e): "All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Transportation Expenditure Plan amendment."

Public Utilities Code § 180207(b) states, "The authority shall notify the board of supervisors and the city council of each city in the county and provide them with a copy of the proposed amendments." TRANSDEF believes that proposed Alameda CTC Resolution No. 20-007 (pages 87-90 of agenda packet) cannot be finally adopted at the September 24, 2020 Alameda CTC meeting because the "proposed amendments" in proposed Resolution No. 20-007 are substantially different than the "copy of the proposed amendments" that Alameda CTC approved at its May 28, 2020 meeting. The language about the initial operating segment, "defined as from the Dublin/Pleasanton BART station to the proposed Mountain House station," is completely

new in this September 2020 version of the "proposed amendments." That clause did not exist in the "proposed amendments" adopted by Alameda CTC on May 28, 2020 just before the purported 45-day comment period. That clause also is not found in the "Valley Link: TEP Amendment" presentation at the September 14, 2020 Alameda CTC Planning, Policy and Legislation Committee meeting at page/slide no. 39. If Alameda CTC wishes to propose a TEP Amendment containing the new material, then another 45-day comment period is necessary under P.U.C. § 180207 and 2014 Measure BB Implementing Guideline No. 4.

Before and during the 45-day comment period (May 29 to July 13, 2020), Valley Link was touted as a project that extended to North Lathrop in Phase 1 and to Stockton in Phase 2 and with Greenville Road as a station and Southfront a possible future infill station. However, at some unknown date in September 2020 some unknown person or entity substantially altered the Valley Link project to have an initial operating segment terminating most likely at Mountain House station (or possibly Greenville Road) and with Southfront station most likely replacing Greenville Road station if the initial operating segment were to terminate at Mountain House station. An implication is that San Joaquin County is unwilling and/or unable to support and/or fund its portion of the project. Another implication is that San Joaquin County expects Alameda County and MTC (including MTC/BATA's diversion of toll bridge seismic retrofit dollars) to fund almost all of this initial operating segment to Mountain House station. The proposed TEP Amendment and the project substantially differ from what was proposed during the May 29 to July 13, 2020 45-day comment period. Therefore, another 45-day comment period is necessary.

Moreover, after a diligent search of city council agenda packets for various Alameda County cities for council meetings during the purported 45-day comment period, TRANSDEF finds no evidence that Alameda CTC actually notified "the city council of each city in the county and provide[d] them with a copy of the proposed amendments." TRANSDEF emphasizes that "city council" is distinct from the city government or administration. TRANSDEF requests that Alameda CTC staff and commissioners prove that each city council was notified and provided with a copy of the proposed amendments. TRANSDEF requests that Alameda CTC place in the record for the amendment process proof that each city council was notified and a copy of the proposed amendments that were provided to them, in faithful accordance with P.U.C. § 180207.

II. $400 Million TEP Amendment Should Be Postponed Because TEP Amendment Procedures in the Alameda CTC Administrative Code Are Inconsistent with the 2010 Joint Powers Agreement.

Second, the $400 million TEP Amendment should be postponed because the Alameda CTC Administrative Code contains TEP amendment procedures that are inconsistent with the TEP amendment procedures in the 2010 Alameda CTC joint powers agreement.

The 2010 Alameda CTC Joint Powers Agreement states in Section 12, "VOTE REQUIRED. A majority of the voting power of those present and voting shall be required for all actions of the ACTC; except that a two-thirds vote of the total voting power shall be required to amend the Alameda County 2000 Transportation Expenditure Plan." (Emphasis added.). The voting power is set forth in Section 10(b) of the JPA.

The 2014 Measure BB TEP Implementing Guideline No. 4 states in part, “Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners …”

The Measure BB ordinance, Section 3(e) states, “To improve, construct, maintain, and operate certain transportation projects and facilities contained in the 2014 Transportation Expenditure Plan, which Plan is incorporated here by this reference as though fully set forth herein, and as that Plan may be amended from time to time pursuant to applicable law and as provided in the 2014 Transportation Expenditure Plan. Any amendment must be adopted by a two-thirds vote of the Alameda CTC Governing Body.” (Emphasis added.)

The 2020 Alameda CTC Administrative Code (as revised May 28, 2020) states in Section 3.17: “3.17 “Authorized Vote” means the total number of weighted votes represented by all Commission Members, pursuant to the provisions of the JPA. Weighted voting applies only to actions by the Commission, and is not used for Committee votes.”

Section 4.2.7 of the 2020 Alameda CTC Administrative Code (as revised May 28, 2020) states: “4.2.7 As required by the 2000 Transportation Expenditure Plan and the 2014 Transportation Expenditure Plan, two-thirds of the Authorized Vote of the Commission Members (and/or Alternates eligible to vote) present at the time of the vote is required to approve an amendment to the 2000 Transportation Expenditure Plan or the 2014 Transportation Expenditure Plan.” (Emphasis added.)

TRANSDEF contends that the 2010 JPA, ratified by the County Board of Supervisors and the City Councils of all fourteen cities in the county, controls. Although the JPA has not been amended to account for passage of 2014 Measure BB, the JPA expressly requires a two-thirds vote of the total voting power in order to approve a TEP amendment. TRANSDEF asserts that the phrase "total voting power" is an unambiguous reference to Board Membership, as articulated in JPA Section 10(b).

Because of that, TRANSDEF contends that the “two-thirds of the Authorized Vote … present at the time of the vote” language in Section 4.2.7 of the Alameda CTC Administrative Code, as revised May 28, 2020, is invalid. It conflicts with “two-thirds vote of the total voting power” in Section 12 of the JPA, and attempts to impermissibly rewrite the JPA.

TRANSDEF requests that the $400 million TEP Amendment be postponed until after your Commission amends the Alameda CTC Administrative Code to conform to the JPA. For future reference, we note that, as there are 27 total weighted votes, a TEP amendment would require a minimum of 18 weighted votes for approval.

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III. TEP Amendment Should Be Postponed Because Project Sponsor TVSJVRRA Lacks Legal Authority Under Public Utilities Code §§ 132651, et seq. (AB 758) to Construct the Project As Currently Proposed.

Third, the $400 million TEP Amendment should be postponed because the project sponsor Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) does not have the legal authority to construct the Valley Link project as it currently is proposed.

Assembly Bill 758 created TVSJVRRA in 2017. AB 758 is codified at Public Utilities Code §§ 132651, et seq. Section 132652 is effectively the charter or legal mission statement for TVSJVRRA. It states in part, "The authority is hereby established for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity, between BART's rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley region of California …" (Emphasis added.)

Proposed Alameda CTC Resolution No. 20-007 admits in its fourth "Whereas" clause, "The goal of TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley …" (Emphasis added.)

The "Tri-Valley" clearly is defined by the Legislature in the TVSJVRRA enabling act to exclude any portion of San Joaquin County. Section 132651(e) states, " 'Tri-Valley' means the Cities of Danville, Dublin, Livermore, Pleasanton, and San Ramon."

For nearly 20 years, BART and Tri-Valley cities have promoted a connection between East Dublin/Pleasanton BART station and ACE, most often at Greenville Road in eastern Livermore, by some form of rail or by express buses. Senate Bill 916 (2003), implemented through voter-approved 2004 Regional Measure 2, says that MTC/Bay Area Toll Authority "shall … fund … rail or High-Occupancy Vehicle lane direct connector to BART and other improvements on I-580 in Alameda County for use by express buses."

In September 2020, well after the 45-day comment period on the $400 million TEP Amendment, TVSJVRRA began pushing a "Southfront" station in Livermore as a replacement for a Greenville Road station and called for an initial operating segment ending at Mountain House station. However, a "Southfront" station would lack connectivity with ACE, leaving the only planned connection between Valley Link and ACE at the future North Lathrop station. Because the North Lathrop station is not in the "Tri-Valley," the proposed project would not only fail to achieve the goal identified in the fourth "Whereas" clause, but also it would not comply with P.U.C. § 132652.

If your Commission were to adopt the TEP "proposed amendments" as in proposed Resolution No. 20-007, then project sponsor TVSJVRRA would be operating in violation of P.U.C. § 132652. TVSJVRRA appears to be engaging in *ultra vires* actions. A reasonable Alameda CTC Commissioner, exercising due care, would not aid and abet such illegal activity.

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IV. TEP Amendment Should Be Postponed Because the "Altamont Pass" Proposed Amendment Would Not "Benefit" Alameda County.

Fourth, expenditure of $400 million to construct a new rail line through Altamont Pass would not "benefit" Alameda County.

The "Introduction" to the 2014 Measure BB TEP promised voters in large print on page 1, "This Plan benefits people who live in Alameda County." Page 35 promised voters, "Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County."

TEP Implementing Guideline No. 14, under the "RESTRICTIONS ON FUNDS" category, states in part, "Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County."

TEP Implementing Guideline No. 19 states in part, "Fiduciary Duty: By augmenting and extending the transportation sales tax, Alameda CTC is given the fiduciary duty of administering the proceeds of this tax for the benefit of the residents and businesses of Alameda County." (Emphasis added.)

MTC admits that the Altamont Pass component of the Valley Link project is "interregional" for the purported benefit of the "megaregion." That component of the project does not benefit Alameda County. No rail station is planned within Alameda County east of Greenville Road (aside from the Grant Line Road infill station proposed for an environmentally sensitive site within the Altamont Habitat Management Unit, which also raises 2000 County Measure D compliance issues). Very few people reside in Alameda County between Greenville Road and the proposed Mountain House station. Almost no Alameda County residents would access the Valley Link system through Mountain House station. Very few Alameda County residents likely would be "reverse commuters" from Alameda County into San Joaquin County. In short, the Altamont Pass Valley Link segment provides effectively no benefit to Alameda County.

Given that, TRANSDEF believes it is improper for Alameda CTC to proceed with funding an interregional project using Alameda County's funds, until there is a full funding package, in which Alameda County will play its proportional part. Until such a funding package is agreed upon, TRANSDEF contends that adopting a TEP amendment to fund a project that includes anything east of Greenville Road would be in violation of TEP Implementing Guideline No. 19.

V. TEP Amendment Should Be Postponed Until Geographic Equity is Protected by a Renegotiation of the Local Street and Road Formula.

Fifth, Alameda CTC incessantly advances a myth that Valley Link is a local "Tri-Valley" project and therefore the Measure BB Local Street and Road funding formula, the Capital Improvement Program, and other "geographic equity" matters do not require revisiting. Numerous Alameda CTC Commissioners (including but not limited to Berkeley Mayor Jesse Arreguin) attest that their communities would benefit from Valley Link (implying that Valley Link is something other

than a Tri-Valley project), yet they refuse to revise the Measure BB funding formulas to reflect these ostensible benefits.

Page 22 of the 2014 TEP concerning the $1.55 billion Local Streets funding states, "The formula will be revisited within the first five years of the plan to ensure overall geographic equity in the Plan." TEP Implementing Guideline No. 12 states in part that the Alameda CTC Capital Improvement Program "will be updated every two years and will provide for geographic equity in overall funding allocations." TRANSDEF is not aware of any actions taken to fulfill these commitments. TRANSDEF believes that "geographic equity" needs to be resolved now, during the TEP Amendment process.

VI. TEP Amendment Should Be Postponed Because the *Hayward Area Planning Association* Precedent in Defense of Voter-Adopted Alameda County TEP Provisions Should Be Carefully Considered.

Sixth, the First Appellate District has a history of striking down this agency's projects that violate a voter-adopted Transportation Expenditure Plan. In 1999, the Court ruled that Alameda County Transportation Authority (Alameda CTC's predecessor agency) violated the 1986 Measure B TEP in attempting to alter the alignment of the proposed Hayward Bypass freeway through a process inconsistent with the law.

> If the tax revenues generated by Measure B may now be taken and applied to an entirely new highway alignment for which no tax was authorized, the many protections the Act provides--full disclosure of the expenditure plan, strict limitations on the use of voter-generated tax revenues, and voter involvement in expenditure plan amendments--are thus evaded, affording no protection whatsoever to taxpayers. *Hayward Area Planning Assn. (HAPA) v. Alameda County Transportation Authority* (1999) 72 Cal.App.4th 95, 106.

Although Alameda CTC is organized today under a different statute and has different governance, *HAPA* has strong precedential value. It is interesting to note that, despite *HAPA,* the current Amendment process has not sought voter involvement.

Voters approved Measure BB with the understanding that BART would be extended to Isabel Avenue in western Livermore. Voter surveys as Measure BB was developed and promoted showed that BART improvements were among the features of the Measure BB TEP that were most appealing to voters. See attachments to this letter, including a Yes on BB campaign mailer ("BETTER BART," "Expand BART," "Measure BB … Expands BART"), an Alameda CTC "Consider the Future of BART" handcard distributed at BART stations during the Measure BB campaign period ("In November 2014, Measure BB will be on the ballot to: Expand BART throughout Alameda County"), and BART's "bartable this month" September 2014 passenger newsletter (distributed at BART stations) that touts "Measure BB on November ballot … Measure BB will provide more than $860 million towards projects to modernize and expand the BART system." Alameda CTC staff insisted that BART place this promotion of Measure BB in this passenger newsletter.

Note that the Yes on BB campaign was managed out of Zack Wasserman's (Alameda CTC's general counsel) law office, in the same office building as Alameda CTC headquarters. The proposed TEP Amendment upsets voter expectations by "revising" (not merely "amending") the TEP, deleting the largest single capital project in the TEP, "BART to Isabel Avenue" and replacing it with an ambiguous "rail project through Altamont Pass."

If Alameda CTC adopts the Valley Link TEP amendment, the tax revenues generated by Measure BB would be taken and applied to an entirely new project for which no tax was authorized by voters. TRANSDEF has outlined in a separate letter the further steps needed to protect the taxpayers.

VII. TEP Amendment Should Be Postponed Until 2000 County Measure D Compliance Issues Are Addressed.

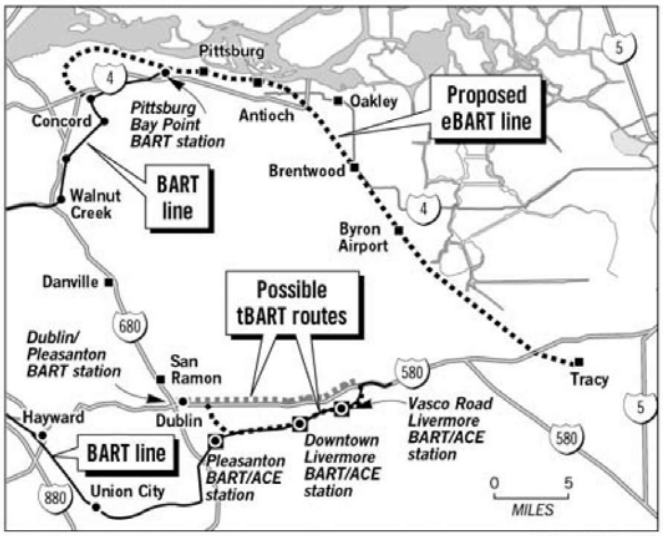
Seventh, TRANSDEF requests that the $400 million TEP Amendment be postponed until any 2000 County Measure D compliance issues are addressed. The Greenville Road and Grant Line Road stations, in particular, could directly or have related effects that would violate 2000 County Measure D.

VIII. TEP Amendment Should Be Postponed Until "tBART via SP Radum Line" and "eBART to Tracy" Alternatives From 2001 Are Considered Using Existing Rails as Much as Possible.

Eighth, TRANSDEF requests that the $400 million TEP Amendment be postponed until the 2002 and 2004 "tBART" reports[1] are given full consideration. These reports evaluated multiple DMU (tBART) and Rapid Bus Alternatives for the Tri-Valley (including the San Ramon Valley).

There is good reason why Southern Pacific Railroad finally abandoned its original transcontinental line through Altamont Pass and sold it to Alameda County by the mid-1980s – the Carquinez Strait route that opened in the late 1870s is almost entirely near sea level and avoids hills. For this reason, BART in 2001 proposed to reach Tracy via an "eBART" line by way of Brentwood and Antioch instead of via the Altamont Pass, Livermore and Dublin/Pleasanton. See the graphic from the April 5, 2001 *San Francisco Chronicle* below.

[1] Available at the following web addresses, respectively: Phase 1: https://transdef.org/media/BART-I-580-Phase-1-Final-Report.pdf Phase 2: https://transdef.org/media/BART-I-580-Phase-2-Final-Report.pdf



https://www.sfgate.com/bayarea/article/Tri-Valley-BART-Line-Proposed-BART-Plan-Calls-2934911.php#item-95844-tbla-1

TRANSDEF's sister organization, the Train Riders Association of California, submitted a project alternative in response to the Valley Link Notice of Preparation (see attachment) that is nearly an exact copy of one of the tBART alternatives: A DMU that would have used [what are now] the ACE tracks to connect to the former Southern Pacific Radum right-of-way [now the Iron Horse Trail] which runs below the Dublin/Pleasanton BART station.

TVSJVRRA documents, including the 2019 Valley Link Feasibility Report, curiously ignore the existence of the BART tBART and eBART studies from circa 2001. It appears their alternatives analysis has not been conducted in good faith. As the Supreme Court held in *Save Tara v. City of West Hollywood* (2008) 45 Cal.4th 116, project alternatives should be fully explored prior to the commitment of funds and other indicia of project approval. "Approval" should not be defined so early that the burden of environmental review impedes the exploration of potentially meritorious projects, nor so late that environmental review loses its power to influence key public decisions about those projects. *Save Tara*, 45 Cal.4th at 128. "[B]efore conducting CEQA review, agencies must not "take any action" that significantly furthers a project "in a manner that forecloses alternatives or mitigation measures that would ordinarily be part of CEQA review of that public project." *Save Tara*, 45 Cal.4th at 138.

Alameda CTC should postpone approval of the $400 million TEP Amendment unless and until these alternatives (including but not limited to DMU route alternatives and express bus alternatives, including lifecycle costs per rider) are considered in the Valley Link EIR (which has yet to be released, let alone approved).

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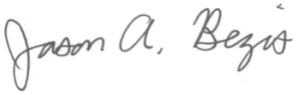
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IX. TEP Amendment Should Be Postponed Until After New Commissioners Are Seated after November 2020: "Lame Duck" Commissioners (Especially in Tri-Valley) Should Not Make Decision.

Finally, this $400 million TEP Amendment should be postponed because four of the five Alameda CTC commissioners who represent the Tri-Valley are "lame duck" members. Supervisor Haggerty, Livermore Mayor Marchand, Pleasanton Mayor Thorne, and Dublin Mayor Haubert all are retiring from their positions by the end of 2020. Voting is already underway on their replacements. In the same way that many people believe the current U.S. Supreme Court vacancy should be filled after the January inauguration, this major TEP Amendment should be decided after the new Alameda CTC Commissioners are seated.

TRANSDEF suggests that Alameda CTC Commissioners carefully and deliberately consider these concerns. A reasonable Commissioner, exercising due care, would not act rashly. Your Commission should postpone further action on this $400 million TEP Amendment.

Sincerely,



JASON A. BEZIS

Attachments
VOTE YES! BB campaign mailer
Alameda CTC BART station handcard "Measure BB … Consider the Future of BART"
BART "bartable this month" newsletter, September 2014, page 2
TRAC's Letter in response to Valley Link Notice of Preparation

VOTE YES!

BB

BETTER BART | BETTER BUS | BETTER ROADS

Keep transit affordable for seniors, youth and people with disabilities.

Expand BART and other transit services.



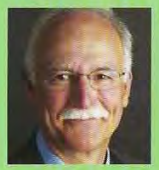
"We need Measure BB to protect seniors, young people and the disabled— those who depend on transit. Vote YES on BB."

— **Wilma Chan,** *Alameda Co. Supervisor*



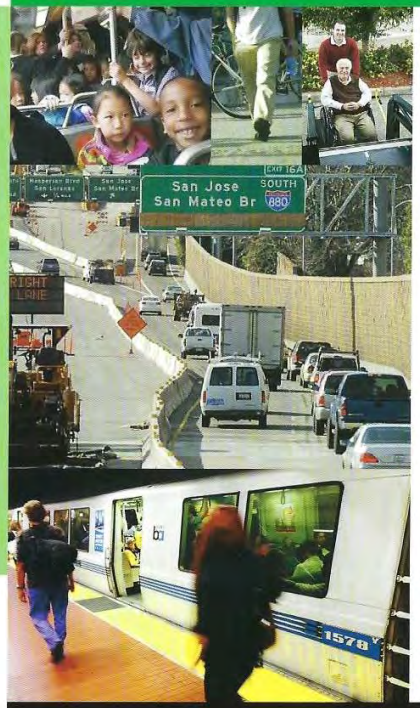
"We have to fight for our seniors and students. Measure BB will get them where they need to go. Let's all vote YES on BB."

— **Barbara Halliday,** *Mayor of Hayward*



"Measure BB will increase our transportation options and create 150,000 good jobs. Vote YES on BB."

— **Richard Valle,** *Alameda Co. Supervisor*



MEASURE BB

- Keeps senior, student, and disabled transit affordable.
- Expands BART.
- Improves air quality.
- Fills potholes.
- Reduces local traffic.

MEASURE BB is also endorsed by: The League of Women Voters, The Sierra Club, The League of Conservation Voters, The California Alliance for Jobs, United Seniors of Oakland and Alameda County, The Alameda County Taxpayers Association, and many more. See the full list at: **www.YesonBB.org**

LEAGUE OF WOMEN VOTERS · SIERRA CLUB · USOAC United Seniors of Alameda County · CALIFORNIA ALLIANCE FOR JOBS · ALAMEDA COUNTY TAXPAYERS ASSOCIATION

For more information call **(510) 210-5280** or visit: **www.YESonBB.org**

2014 Yes Measure BB campaign mailer p. 1

VOTE YES! BB

BETTER BART | BETTER BUS | BETTER ROADS

Yes on Measure BB
1111 Broadway, 24th Floor
Oakland, CA 94607

PRSRT STD
US POSTAGE
PAID
Pacific Print
Resources

Paid for by Better Transportation for Alameda County, 1111 Broadway, 24th Floor, Oakland, CA 94607. FPPC ID # 1362240

Measure BB: a Transportation Plan for Our Future!

Measure BB will help seniors and people with disabilities get where they need to go affordably and independently by improving the reliability of BART, local bus systems and other transit.

Measure BB will expand BART service and modernize BART stations across Alameda County.

Measure BB will fill potholes, repair local streets and roads and reduce traffic congestion.

Measure BB will improve bike and pedestrian pathways, making them safe and accessible for local residents.

Measure BB will create 150,000 high quality jobs.

Measure BB will provide the youth transit pass program, helping kids get to school affordably and reducing costs for working families.

What is Measure BB and who will benefit from it?

Measure BB is a detailed plan defining the next generation of transportation in the County of Alameda. It authorizes the extension and augmentation of an existing sales tax measure to provide $7.8 billion in transportation projects over the coming years to directly benefit the people of Alameda County.

Why do we NEED Measure BB?

Measure BB will fund critical BART and transit extension and repair projects, keep transit affordable for seniors, youth and people with disabilities, fix local streets and roads, reduce traffic and provide infrastructure for transportation alternatives like biking and walking.

How does Measure BB affect the economy?

Measure BB will create $20 billion in total economic activity and create 150,000 new jobs. Well-functioning transportation systems are critical to economic competitiveness at the national and regional level.

We've studied Measure BB and we approve!

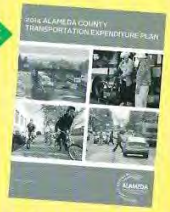
ALAMEDA COUNTY TAXPAYERS ASSOCIATION

LEAGUE OF WOMEN VOTERS®

USOAC
UNITED SENIORS OF ALAMEDA COUNTY

Accountability Measures:

1. **MEASURE BB** funds can only be spent on local transportation improvements according to a specific detailed plan. Visit: ***www.alamedactc.org***



2. **ALL FUNDS** raised by Measure BB must be spent to improve transportation for local Alameda County residents.

3. **MEASURE BB** requires an independent watchdog committee audit all expenditures and report their findings to the public.

For more information call **(510) 210-5280** or visit: **www.YESonBB.org**

Measure BB
on the November 2014 Ballot

Consider the Future of BART



- Improve and expand BART throughout Alameda County
- Modernize and improve access to all BART stations

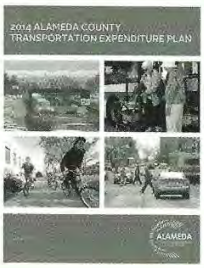
ALAMEDA
County Transportation Commission

learn more →

In November 2014, Measure BB will be on the ballot to:

- Expand BART throughout Alameda County
- Increase BART capacity and accessibility
- Upgrade technology to keep the system moving
- Keep transportation affordable for students, seniors and people with disabilities
- Improve access to jobs and schools

This detailed plan includes **taxpayer safeguards:**



- ✓ Independent Audits
- ✓ Compliance Reports
- ✓ Independent Watchdog Committee Review and Annual Reports to the Public
- ✓ All funds spent locally to benefit Alameda County

The Choice Is Yours

Learn more at
www.AlamedaCTC.org

"bartable this month" newsletter - September 2014, page 2, "Measure BB on November ballot"

bartable calendar

AURORA THEATRE COMPANY PRESENTS "RAPTURE, BLISTER, BURN"
Through Sept. 28
Aurora Theatre Company, 2081 Addison St., Berkeley
auroratheatre.org
> BART: Downtown Berkeley, walk 1 block
See the Bay Area premiere of Becky Shaw's new comedy about three generations of women grappling with feminism's foibles. A finalist for the 2013 Pulitzer Prize.

CAL SHAKES PRESENTS "A MIDSUMMER NIGHT'S DREAM"
Sept. 3 to 28
Bruns Amphitheatre, Orinda
calshakes.org
> BART: Orinda + Free Shuttle
Shana Cooper returns to direct another of Shakespeare's iconic works. $41-$72.

SOLANO STROLL
Sept. 14, 10am to 6pm
Solano Avenue
solanoavenueassn.org
> BART: North Berkeley + Free Shuttle; or El Cerrito Plaza, walk 15 minutes
Check out the East Bay's largest street festival, now celebrating its 40th year. Featuring more than 500 vendors, including entertainers, food booths, artisans, non-profits and government agencies. Be on the lookout for the BARTmobile during the parade!

SUNDAY STREETS, EXCELSIOR
Sept. 28, 11am to 4pm
Mission Street, San Francisco
sundaystreetssf.com
> BART: Balboa Park or Glen Park, walk 15 minutes
Bring your bike, roller blades, skateboards or walking shoes for a day of fun along Mission Street. Route includes Mission Street between Theresa/Valalon and Geneva Avenue.

EXCELSIOR FESTIVAL
Sept. 28, 11am to 4pm
Ocean and San Juan Avenues, San Francisco
excelsiorfestival.org
> BART: Balboa Park, walk 15 minutes
A free, family-friendly art and music festival featuring live music, multi-cultural food and an array of entertainment for all ages.

KAISER CENTER 2014 ROOF GARDEN CONCERTS
Sept. 5 and 12, noon to 1pm
Kaiser Center Roof Garden, 300 Lakeside Dr., Oakland
kaisercenterroofgarden.com
> BART: 19th St/Oakland
Free, and open to the public. Take any elevator located in the Kaiser garage to "RG" level to access the Roof Garden.

Let's be social!

@SFBARTable
fb.com/bartable

Follow us on Facebook and Twitter to win free event tickets and discover fun things to do around the Bay Area — all bartable!

BARTable This Month is the official passenger publication of the San Francisco Bay Area Rapid Transit District and is produced monthly. To contact us, write **BARTable This Month, 300 Lakeside Drive, Oakland, CA 94612** or email **bartable@bart.gov**.

Measure BB on November ballot

Funds would support transit in Alameda County

Transportation ballot Measure BB will go before Alameda County voters this November. Measure BB will extend the existing ½ cent transportation sales tax, which was approved by 81.5 percent of voters in 2000, and generate almost $8 billion for transportation improvements throughout Alameda County.

Measure BB was developed by the Alameda County Transportation Commission and outlines a 30-year plan that will generate $20 billion in economic activity for the Bay Area and nearly 150,000 jobs.

Measure BB will provide more than $860 million towards projects to modernize and expand the BART system.

It will also repair streets and reduce traffic, increase bus service, and expand safe walking and biking paths.

Visit AlamedaCTC.org/2014Plan to learn more about the projects that will be funded by Measure BB, as well as its accountability and performance measures.

Start Friday nights off right at UN Plaza

Start your weekend off at the Friday Night Market at the UN Plaza in San Francisco. With more than 45 vendors, food trucks and live music, there is something for everyone.

The Friday Night Market takes place from 4 to 9pm every Friday in September and October at UN Plaza, steps away from Civic Center BART.

For details, visit its Facebook page at fb.com/FridayNightMarketSF.

Follow us on Twitter @SFBARTable for a chance to win a $20 gift certificate to the market.



Be the A's BART Rider of the Game!

This is your last chance in 2014 to be the A's BART Rider of the Game! For this month's contest, send us a photo of you in your best game gear.

There are three ways to enter:

1) Tweet a photo of yourself to @SFBARTable and use the hashtag #BARTableRider

2) Email a photo of yourself to bartable@bart.gov with the subject "BART Rider of the Game"

3) Mail us a photo to A's BART RIDER OF THE GAME" Attn: BART Marketing Department, 300 Lakeside Dr., Oakland, CA 94612".

Enter by Sept. 10, 2014 to win tickets to the Sept. 17 game. For more information, visit bart.gov/fan.



TRAC
Train Riders Association of California



1025 Ninth Street Suite 223
Sacramento CA 95814-3516

(916) 557-1667
www.calrailnews.com
trainriders2100@gmail.com

Officers

Ronald Jones
President
Fresno County

David Schonbrunn
Vice President-Policy
Marin County

Gordon Osmundson
Treasurer
Alameda County

Greg Thompson
Secretary
Sacramento County

Board Members

Art Brown
Orange County

Derek Casady
San Diego County

John Deeter
Sacramento County

Susan MacAdams
Los Angeles County

William F. McGeehan III
Contra Contra County

October 15, 2018

By Email to:
info@valleylinkrail.com

Tri-Valley - San Joaquin Valley Regional Rail Authority
Attn: Valley Link Rail Project
1362 Rutan Court, Suite 100
Livermore, CA 94551

Re: Scoping comments in response to Valley Link NOP

Dear Sirs:

These comments are being submitted jointly by the Train Riders Association of California, TRAC, and the Transportation Solutions Defense and Education Fund, TRANSDEF.

Areas to Study--Policy Consistency

Evaluate whether the Proposed Project is consistent with the language of AB 758. This is especially important, because this law was tailor-made to support a project in this corridor. We have concerns as to whether a $1.8 billion project can ever qualify as “cost-effective.” For this reason, we propose a Build Alternative that is unquestionably cost-effective.

In the absence of even a preliminary agreement or MOU with the SJRRC, it cannot be stated that the Proposed Project will connect to ACE. Because this connection is fundamental to AB 758, environmental review should not commence until an agreement is in place for there to be a BART to ACE connection. This is currently a fatal flaw in the scoping process: the project can't have a stable description until these issues are at least preliminarily resolved.

Areas to Study--ROW Suitability

The quality of the ROW needs to assessed before environmental review commences. As part of the original Transcontinental Railroad, the ROW was not engineered for modern speeds. Without modern speeds, a rail line will not provide enough of a travel time advantage to draw significant ridership. A determination needs to be made that the ROW

can provide adequate speeds before there is a full-blown EIR of a $1.8 billion project. If the many curves in the ROW can't be straightened adequately, that huge expenditure would not be worth pursuing, as it would produce only minor benefits. The EIR funds would be wasted.

Areas to Study--Growth Inducement

Providing new transportation infrastructure is the classic trigger for growth inducement. The key measures to be evaluated are growth in households, VMT growth and growth in GHG emissions. We suggest that one threshold of significance should be "Does the Proposed Project impede the State's attainment of SB 32's GHG 2030 targets?" If growth inducement is found to be significant, we propose the following mitigation: to reduce the growth in VMT and GHGs resulting from the induced growth, require cities to adopt enforceable walkable community plans, as a condition for receiving a station. These plans would break with the standard pattern of suburban subdivisions, and instead be shaped for access to the train by walking, cycling, or taking a community shuttle. Because work trips only make up about 25% of all trips, the walkable pattern is needed to reduce the other 75% of trips.

Alternative to Study--Cost-Effective Alternative

The ACE tracks already run within 3 miles of the Dublin-Pleasanton BART station. That station location had historically been connected to what is now the ACE mainline by a rail spur, which had been preserved in public ownership initially for that specific purpose. The spur is now in use as a segment of the Iron Horse Trail. It would be far more cost-effective to replace that segment of the trail, and put the tracks back on the spur, than to spend a billion dollars reengineering the freeway to put the tracks there.

It has been said that local residents would oppose this alternative. Objectors to reclaiming the trail for rail use should be offered the opportunity to raise the billion dollars needed for the highway project, to avoid the inconvenience of a train running 3 miles through their community. This opposition is purely a local issue--as long as BART is connected to ACE, there is no benefit to the region of spending an extra $1.7 billion. In addition, the opportunity costs of spending that money on the Proposed Project result in the inability to fund all kinds of transit projects that offer widespread benefits.

Sincerely,

/s/ DAVID SCHONBRUNN

David Schonbrunn,
Vice-President for Policy

Sept. 23, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As a major employer in the Tri-Valley for more than 65 years, Lawrence Livermore National Laboratory has witnessed first-hand the massive growth this region has experienced over the past several decades. From the East Bay hills to the Central Valley, the region's expansion has supported thriving, desirable communities, made it a jobs center, and contributed significantly to the industrial ecosystem of the greater San Francisco Bay Area.

As you well know, this growth has placed a significant burden on the transportation corridors serving the region. The I-580 corridor, in particular, is expected to become only more congested in the future with personal and commercial vehicle traffic. Along with its Tri-Valley community partners, Lawrence Livermore has been encouraged by the progress of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) and its forward-thinking goal of establishing Valley Link through the I-580 corridor. This new service would be a tremendous addition to the transportation options of the region, reducing vehicle traffic, lowering greenhouse gas emissions, and saving resources, among other benefits.

Livermore Laboratory understands that the Commission will be considering approval of an Authority request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP), which will acknowledge the Authority as a new agency in Alameda

Recycle
7600-61230

County that can be an eligible recipient of Measure BB funds. More importantly, it will update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project.

Lawrence Livermore National Laboratory joins its Tri-Valley community partners in urging the Commission's approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment.

Sincerely,



Lynda Seaver
Director, Public Affairs
Lawrence Livermore National Laboratory
Seaver1@llnl.gov

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

Lehman Insurance Agency
11740 Dublin Blvd, Suite 102
Dublin, CA 94568
925-829-2689
925-337-1638 Cell
925-605-1725 Fax
steve@lehmaninsurance.com
Lic #0E08362

September 22, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 3 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.
The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated $42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

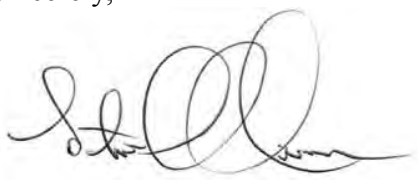
Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled

(VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,



Steven A Lehman

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

LIVERMORE
SCHOOL DISTRICT

Livermore Valley Joint Unified School District

685 East Jack London Boulevard, Livermore, CA 94551

Tel (925) 606-3200 Fax (925) 606-3329

September 21, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 1450 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated $42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

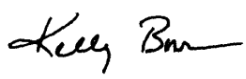
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We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,



Kelly Bowers, Ed.D.
Superintendent of Schools
Livermore Valley Joint Unified School District
685 E. Jack London Blvd.
Livermore, CA 94551

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

From:	Tess Lengyel
To:	Carolyn Clevenger
Subject:	Fwd: ValleyLink Support
Date:	Wednesday, September 23, 2020 6:44:39 AM

Sent from my iPad

Begin forwarded message:

> **From:** Chris Chandler <cchandler@lvwine.org>
> **Date:** September 23, 2020 at 5:24:19 AM PDT
> **To:** Vanessa Lee <VLee@alamedactc.org>, Tess Lengyel <tlengyel@alamedactc.org>, "shaggert@acgov.org" <shaggert@acgov.org>, "mtree@valleylinkrail.com" <mtree@valleylinkrail.com>
> **Subject: ValleyLink Support**
>
> Directors:
>
> On behalf of the vintners and vineyards of Livermore Valley, we support, and ask for your support of, ValleyLink.
>
> Chris Chandler, Executive Director
> Livermore Valley Winegrowers Association

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From:	Carolyn Clevenger
To:	Carolyn Clevenger
Subject:	FW: VALLEYLINK RAIL PROJECT
Date:	Wednesday, September 23, 2020 6:20:21 AM

From: Sherman Lewis <sherman@csuhayward.us>
Date: September 22, 2020 at 9:39:24 PM PDT
To: Vanessa Lee <VLee@alamedactc.org>
Subject: VALLEYLINK RAIL PROJECT

To: Alameda County Transportation Commission

Valley Link has got to be one of the worst wastes of taxpayers money in the history of transportation.
No San Joaquin contribution to serve San Joaquin riders? You're kidding.
Duplicate Ace service?
Divert funds from Dumbarton Rail?
Build a white elephant to flatter a retiring politician?

It would not be that hard to spend the funds to benefit Alameda County.

Sherman Lewis
Professor Emeritus, Cal State Hayward
President, Hayward Area Planning Association
510-538-3692, sherman@csuhayward.us

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Stanford HEALTH CARE
STANFORD MEDICINE

ValleyCare

September 23, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

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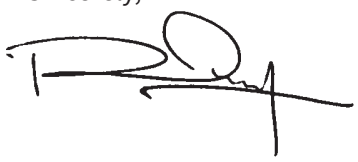
Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Continued on back

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities — and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,



Rick Shumway, MHA
President & CEO
Stanford Health Care – ValleyCare

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

TRI-VALLEY
ADVISING

Stephen Lanza, Principal
Livermore Ca 94550
tvadvising@comcast.net

September 23, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As an organization within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force across the region of more than 100,000 employees and as an advisor to Lam Research with over 3,000 employees in Fremont and Livermore, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP) and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated $42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a

½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Stephen Lanza
Chairman, Innovation Tri-Valley Leadership Group
Senior Advisor, Lam Research
Principal, Tri-Valley Advising

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

Transportation Solutions Defense and Education Fund

P.O. Box 151439 San Rafael, CA 94915 415-331-1982

September 22, 2020
By E-Mail to:
vlee@
AlamedaCTC.org

Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Valley Link TEP Amendment

Dear Chair Cutter,

TRANSDEF, the Transportation Solutions Defense and Education Fund, has been advocating for an environmental approach to Bay Area transportation for 26 years. For what we believe to be the region's highest transportation priority, a special focus of our work has been on building a speedy new rail system in the Altamont Corridor. MTC has been blocking those efforts since at least 2008, and most recently left the Altamont Corridor Vision project out of the upcoming RTP, presumably because it would compete with Valley Link. What a coincidence that Supervisor Scott Haggerty is calling the shots at MTC as its current chair!

We strongly object to Alameda County's very own Mitch McConnell shamelessly pushing his pet project forward, prior to any reasoned analysis of alternatives, and prior to any analysis of the impact of the pandemic on ACTC revenues. We believe it is not prudent to commit to a major new project at this time.

Attached please find a letter from our sister organization, the Train Riders Association of California, describing the project's lack of merit. This letter will instead focus on the chaotic and unprofessional manner in which the proposed Amendment has been presented to Commissioners. Page citations are to the Board packet.

1. Not since the Oakland Airport Connector has such a worthless and poorly thought-out project come up for public funding. While we suspect that the political culture at ACTC will produce a similar outcome, we feel compelled to add our voices to the many others that object to the hurry-up push for this Amendment. It is deeply unseemly.

2. The project is in a state of flux, without a stable project description, so that Valley Link documents are not consistent with ACTC documents. The project definition has changed since this matter was considered by the Commission in May, but that is not

reflected in documents on the Valley Link website. The Amendment should not go forward without a stable project description.

a. "[T]he TVSJVRRA Board will consider potential IOSs in order to more quickly deliver service in the corridor. Options under consideration include service from Dublin-Pleasanton to Greenville, or from Dublin/Pleasanton to Mountain House. In addition, the TVSJVRRA is considering a Southfront Station in Livermore." (p. 74.)

b. The project scope has changed from "The proposed Phase 1 project will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the North Lathrop ACE intermodal station" (p. 78) to an "initial operating segment, defined as from the Dublin/Pleasanton BART station to the proposed Mountain House station." (p. 67.)

3. Replacing a Greenville Road Station with a Southfront Station would mean that the initial segment of Valley Link would not meet the requirement of AB 758 to connect BART and ACE "in the Tri-Valley." With compliance with AB 758 uncertain, enacting the Amendment would appear to exceed the authority granted by that law.

4. AB 758 called for connecting ACE to BART, not replacing ACE. This project has suffered severe mission creep.

5. Claims made in support of the Amendment are unconvincing:

a. "• reduction of over 99.4 million Vehicle Miles Traveled" (p. 70) sounds impressive until seen in the context of being only 0.2% of total 2015 VMT in the region. This number is mere model noise. More to the point, this miniscule benefit would cost multiple billions of dollars, thereby preventing projects that would offer far greater benefits at lower costs from being funded.

b. "• reduction of over 33,000 metric tons of greenhouse gas emissions per year" (p. 70) sounds impressive until seen in the context of being only 0.04% of total 2011 GHG emissions in the region. This number is entirely insignificant. More to the point, this miniscule benefit would cost multiple billions of dollars, thereby preventing projects that would offer far greater benefits at lower costs from being funded.

c. "• supports advancement of transit-oriented development" (p. 70) is unconvincing. See 6(g) below.

d. "• protects open space" (p. 70) appears to be totally unsupported by evidence. Transportation projects typically don't have such features. If mitigation is needed for what the Project Feasibility Report describes as a station that would be built in the Altamont Habitat Management Unit (p. 5-13), that would not be a "project benefit." It would be a project requirement.

e. "• provides an estimated 22,000 jobs during construction and between $2.6 billion and $3.5 billion in revenues." (p. 70.) The vastly more expensive California High-Speed Rail project "invested more than $5.7 billion in planning and building high-speed rail infrastructure between July 2006 and June 2019, … creating 44,700 to 50,500 job-years of employment … while generating $8.3 to $9.2 billion in total economic output." (2020 Draft Business Plan, CHSRA, p. 25, emphasis added.) Compared to that, the Valley Link numbers appear to be wildly inflated. Note that proper analyses use job-years, rather than jobs. The term seems to have been used incorrectly here.

6. Arguments put forward in response to opposing comments are unconvincing:

a. "By being able to show a commitment of local funding, the project will be more competitive for regional, state and federal funding." (p. 70.) While true, that does not justify accelerating the approval of local funding before there is public confidence the project should go forward.

b. "Only four of the 21 specifically named capital projects in the TEP had an approved EIR when the TEP was approved by voters." (p. 71.) While that may be true, Valley Link was not approved by voters. The voters' ACTC representatives need the best information available--a certified EIR--to decide whether to substitute this project into the TEP. An especially important part of the EIR which is not now available to Commissioners is the alternatives analysis. Because of the discretion given to the Commission by Guideline #22, the Commission needs to know more about alternatives before proceeding.

c. "Alameda CTC has not developed a 5-year sales tax revenue projection at this point given the large uncertainties regarding the depth and breadth of the recession and the lack of sales tax receipt data received to date." (p. 71.) Given that statement, prudence would suggest not committing to a major new project until that uncertainty is resolved. "MTC's direction is to assume that long-term travel and development patterns do not significantly change as a result of COVID-19…" (p. 71.) MTC has a long and inglorious history of being wrong in its financial predictions. Far better to be prudent than to listen to MTC.

d. "The comment period, per the TEP Implementing Guidelines for a proposed TEP Amendment, is a comment period for jurisdictions." (p. 71.) Given that the TEP was approved by the public, who are funding ACTC, this statement is nothing short of insulting.

e. "An additional evaluation of alternatives will be released as part of the Valley Link Draft EIR." (p. 72.) Our point, precisely, for not proceeding with the Amendment at this time. ACTC has not conducted a public process to determine its highest priorities for use of transit-designated funds under Guideline #22.

f. The data presented on p. 73 to supposedly demonstrate that the project would benefit Alameda County residents has two problems that make it irrelevant: 1.) "Data is based on an extension from Dublin/Pleasanton BART to North Lathrop." That is not the project being considered by the Amendment. 2). "A number of commenters raised concerns that Alameda County residents would not benefit from the project, but instead the project will primarily benefit San Joaquin County residents." (p. 73.) Even if taken at face value, the data indicate two San Joaquin passengers for every Alameda resident. That clearly demonstrates that the project will primarily benefit San Joaquin County residents. "Approximately 57% of the project track mileage is in Alameda County." (p. 73.) This is a cost to Alameda County, not a benefit.

g. We do not believe the fact that "The TVSJVRRA has adopted a Transit Oriented Development (TOD) Policy" (p. 75) eliminates concerns about sprawl inducement by Valley Link. Such policies typically lack any kind of enforcement mechanism. Sprawl would be far less of a concern if there were a policy in place that "Valley Link will not build stations in jurisdictions that have not adopted Station Area plans meeting the agency's minimum density standards."

h. "The $400 million was identified in the TEP for a rail extension in the Tri-Valley. The proposed amendment does not change the geographic distribution of the benefits of the overall TEP." (p. 75.) We disagree. While the BART extension was intended to benefit Tri-Valley residents, there is no showing that the same is true of Valley Link. The staff's argument expressed in section (f) above only referred to generic benefits spread over all Alameda County residents: "The project as defined will benefit Alameda County residents and businesses as well as San Joaquin County." Note the absence of a claim that the project will specifically benefit Tri-Valley residents. The Myth vs. Fact document by Valley Link stated, "Valley Link is vitally needed to support the interconnected economies of the Northern California Megaregion: Both the Bay Area and San Joaquin County." (p. 1.) "By creating a commute option that allows those workers to reach jobs in the Bay Area region without increasing GHG emissions and congesting the area's roadways, Valley Link creates a win-win for both regions that might otherwise be unattainable." (p. 2.) Given the clearly non-local benefits of the project, the entire fiscal structure of the TEP will need to be renegotiated to provide geographic equity in the distribution of the local streets and roads funding.

Given all the reasons stated above, TRANSDEF urges the Commission to defer consideration of the Amendment until 1). there is a stable project description; 2). there is a certified EIR; 3). there is confidence in sales tax revenue projections; 4). a public process has been convened to determine Alameda County's highest transit priorities; 5). sprawl inducement has been definitively addressed by Valley Link; 6). ACTC provides public notice of the potential Amendment and 7). a renegotiated local streets and roads funding formula is adopted.

Sincerely,

/s/ DAVID SCHONBRUNN

David Schonbrunn,
President

Attachment
TRAC Comment Letter on Valley Link Feasibility Report

TRAC
Train Riders Association of California



1025 Ninth Street Suite 223
Sacramento CA 95814-3516

(916) 557-1667
www.calrailnews.com
trainriders2100@gmail.com

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David Schonbrunn
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Treasurer
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Secretary
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Orange County

Derek Casady
San Diego County

John Deeter
Sacramento County

Susan MacAdams
Los Angeles County

William F. McGeehan III
Contra Contra County

July 28, 2019

By Email to:
comments@
valleylinkrail.com

Scott Haggerty, Chair
Tri-Valley - San Joaquin Valley Regional Rail Authority
1362 Rutan Court, Suite 100
Livermore, CA 94551

RE: Draft Feasibility Report

Dear Chair Haggerty:

The Train Riders Association of California, TRAC, has been actively promoting improved passenger rail transport for more than two decades. We offer the following comments on the Valley Link Feasibility Report ("Report"), from that informed context.

First, we wholeheartedly agree that there is a crying need for excellent rail transport in this Corridor. We are disappointed to have to conclude that the Valley Link project, as defined here, is not what the Corridor needs.

1. The proposed project fails any reasonable test of cost-effectiveness. In a world of unlimited resources, this project could succeed. In the current fiscal climate, however, this project cannot compete on its merits. The major problem is that moving the freeway is essentially a utility relocation, adding an extraordinary amount of cost while providing no direct transportation benefit.

2. The project's fundamental goal of connecting ACE to BART is deeply flawed:

    - First, BART has no surplus capacity. It is currently overcrowded, with no relief on the horizon. BART sent an August 16, 2013 scoping letter on ACEforward, stating "Also, as the backbone of the regional rail system, BART is anticipating capacity constraints in certain locations. While such constraints exist without the ACE-forward Program, the Program could contribute to the cumulative worsening of capacity issues."

- It is well-known that passengers resist transit transfers, which results in sub-optimal ridership for projects that require them. This project inherently requires a transfer, making it less desirable as a travel mode.

- BART is slower and noisier than modern conventional-gauge rail vehicles. BART is unable to provide express service--it is limited by its design to stopping at every station.

- A higher percentage of Central Valley residents have destinations currently served by ACE than are served by BART

3. The current plans for this project include no land use component. As a result, it will have tremendous growth-inducing negative impacts. This project would facilitate sprawl in the Central Valley, in precisely the same way BART resulted in the suburbanization of the East Bay. Auto-dependent communities drive much more, resulting in increased GHG emissions and VMT from the 75% of trips that are not work-related. While the project offers superficial sustainability elements, these are completely overwhelmed by the sprawl inducement.

4. The housing price comparison on PDF page 96 ignores the peculiar American practice of externalizing the costs of providing transportation to job centers, treating it separately from the price of seemingly affordable housing. If the cost of this project were built into the cost of all new homes in the region through Mello-Roos financing, housing in the Valley would not seem so inexpensive.

5. The table on PDF page 151 shows that the rail alternative costs 2.4 times more than the bus alternative on a per-passenger basis. Contrary to the equivocal statement on PDF page 175, "... high capacity rail alternative <u>appears</u> to be the better mode to meet that demand" , (emphasis added), it would be economically preferable to use as many articulated buses as needed, since that would cost only a tiny fraction of the rail alternative: "... the scale of investment required for this alternative pales in comparison to rail." (*Id*.)

6. The claimed VMT reductions in Table 7 on PDF page 164 are insignificant. They are only 0.1% and 0.2% of total VMT. Any honest modeler will admit these numbers are far below the noise level in the model. That means the project's claimed GHG reductions are equally insignificant.

7. There is no institutional need for yet another rail agency. The project's new stations east of Livermore were initially proposed by ACEforward. Nothing in the Report provides a compelling reason why ACE should not be the implementer of those new stations. Additionally, nothing in the Report establishes a need for <u>both</u> the existing ACE stations and the proposed new stations.

8. The low-cost Alternative TRAC proposed in our scoping letter was not considered in the Alternatives Analysis. Putting track back on the segment of the Iron Horse Trail

that connects the ACE mainline to the Dublin-Pleasanton BART station is undoubtedly the most cost-effective method of linking ACE to BART. The cost of replacing the trail's right-of-way is miniscule in comparison to moving a freeway.

Thank you for this opportunity to comment on Valley Link.

Sincerely,

/s/ DAVID SCHONBRUNN

David Schonbrunn,
Vice-President for Policy

Tri-Valley Chamber of Commerce ALLIANCE
DANVILLE • DUBLIN • LIVERMORE • PLEASANTON • SAN RAMON

September 21, 2020

Via Email

Mayor Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Tri-Valley-San Joaquin Valley Regional Rail Authority Request for 2014 Measure BB Transportation Expenditure Plan Amendment – **SUPPORT**

Dear Chair Cutter & Commissioners:

As members of the Tri-Valley Chamber of Commerce Alliance (TVCCA), we are writing to express our support for the Tri-Valley-San Joaquin Valley Regional Rail Authority request for an amendment to the 2014 Measure BB Transportation Plan. TVCCA is a collaboration of the Danville, Dublin, Livermore Valley, Pleasanton and San Ramon Chambers of Commerce representing over 3,000 member businesses and organizations employing nearly 90,000 workers.

Efficiently moving people and goods throughout the region is a major factor affecting Tri-Valley communities and beyond. We support and appreciate, ongoing investments in the Tri-Valley segments of I-580, I-680 and SR 84 highway corridors that are highly utilized by workers, residents and visitors. TVCCA members support local, regional, state and federal initiatives that plan, fund and deliver transportation projects and programs needed to sustain a strong economy, including TVSJVRRA and its Valley Link project.

The failure of the BART board of directors to implement an extension of service to Livermore which voters approved in Measure BB in the amount of $400 million was deeply disappointing. Closing the gap to effectively link passenger rail to the SF Bay Area's rail and transit network is the last major transportation improvement that remains to be deployed in the I-580 corridor. Fortunately, Tri-Valley leaders had the foresight to lay the legislative groundwork in preparation for this future rail connection, establishing the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA). The TVSJVRRA has worked diligently to develop and advance the Valley Link rail project to the Livermore Valley, and queuing up a future rail connection to the neighboring San Joaquin Valley.

TVCCA considers Valley Link a “game-changing” project, the realization of which will create a legacy supporting economic strength and resiliency within this region and within the Northern California Mega Region, today and for generations to come. Never more so than now, as we endure the profound impacts of the COVID-19 pandemic, we look to our leaders to summon the courage to prepare to execute a new vision for the future. TVCCA stands with leaders at TVSJVRRA and at ACTC in this effort.

The TVCCA strongly supports and urges the Commission to approve the TVSJVRRA request and designate $400 million to the Valley Link rail project.

Respectfully,

Livermore Valley Chamber of Commerce
Dawn P. Argula, CEO

Danville Area Chamber of Commerce
Shelby McNamara, Interim President

Dublin Chamber of Commerce
Inge Houston, CEO

Pleasanton Chamber of Commerce
Steve Van Dorn, CEO

San Ramon Chamber of Commerce
Stewart Bambino, CEO

From:	Carolyn Clevenger
To:	Carolyn Clevenger
Subject:	FW: SEPTEMBER 24TH ACTC Meeting: TEP Amendment - Support for Valley Link
Date:	Wednesday, September 23, 2020 7:19:04 PM
Attachments:	image004.png image005.png image006.png

From: Tracy Farhad <tracy@visittrivalley.com>

Date: September 23, 2020 at 4:39:46 PM PDT

To: Tess Lengyel <tlengyel@alamedactc.org>

Cc: "tsbranti@innovationtrivalley.org" <tsbranti@innovationtrivalley.org>

Subject: SEPTEMBER 24TH ACTC Meeting: TEP Amendment - Support for Valley Link

September 23, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than **6,900 hospitality employees**, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated $42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-

pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Tracy Farhad

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director
Jim McDonnell, Chair, VTV Board of Directors

TRACY FARHAD
Visit Tri-Valley
PRESIDENT & CEO
5075 Hopyard Road | Suite 240 | Pleasanton, CA 94588
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Email: Tracy@VisitTriValley.com

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From:	Carolyn Clevenger
To:	Carolyn Clevenger
Subject:	FW: Valley Link
Date:	Wednesday, September 23, 2020 8:59:51 AM

From: Karl Wente <Karl.Wente@wentevineyards.com>
Sent: Wednesday, September 23, 2020 8:40 AM
To: Vanessa Lee <VLee@alamedactc.org>; Tess Lengyel <tlengyel@alamedactc.org>; shaggert@acgov.org; mtree@valleylinkrail.com
Subject: Valley Link

Directors,

On behalf of the Wente Family, we strongly support Valley Link.

Regards,
Karl

Karl D. Wente | COO, Chief Winemaker
c: 925 525 1057
karlwente@wentevineyards.com
5565 Tesla Road Livermore, CA 94550

IMPORTANT NOTICE:
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JASON A. BEZIS
3661-B Mosswood Drive
Lafayette, CA 94549-3509

September 24, 2020

Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607
VIA E-MAIL TO contact@alamedactc.org; vlee@alamedactc.org

Re: September 24, 2020 Meeting: Items 7.1 (TEP Amendment) & 11.3 (Exec. Dir. Salary)

Dear Chair Cutter and Commissioners:

If your Commission approves the $400 million TEP Amendment today, then "geographic equity" must be addressed as a condition of approving any amendment. By Alameda CTC's and MTC's own admissions, "Valley Link" is an interregional project – it is not a Tri-Valley project, especially because no station will be in Alameda County east of Greenville Road.

The Measure BB Transportation Expenditure Plan states on page 22, "Twenty percent of net revenues will be allocated to local cities and the county based on a formula that includes **population and road miles for each jurisdiction, weighted equally**, consistent with the 2000 Measure B formula. The formula will be revisited within the first five years of the plan to ensure overall geographic equity in the Plan." (Emphasis added.)

The fact is that the Measure BB Local Streets funding formula shortchanges the Tri-Valley, apparently to partially compensate for the $400 million "BART to Livermore" project, the largest single project in Measure BB. Tri-Valley cities receive far less than their "fair share" of Local Streets funds based on their population and road miles. If "BART to Livermore" is eliminated from the TEP, then the Tri-Valley cities deserve to be given their "fair share" of Local Streets funds based on their population and road miles.

The attached e-mail string contains my correspondence with senior Alameda CTC administrators, especially now-Executive Director Tess Lengyel, during the final days of the Measure BB campaign, October 30, 2014 through Election Day, November 4, 2014 about geographic inequity in the 2000 Measure B and 2014 Measure BB Local Streets funding formula. Ms. Lengyel and other senior Alameda CTC administrators concealed this geographic equity from voters.

On October 30, 2014, just before the November 2014 Measure BB election, I asked Alameda CTC to provide this "formula" through an e-mail at 2:02 p.m. The only person who replied within a few hours was the then-Watchdog Committee chair James Paxson, who replied, "I spoke with Art Dao today and he will be replying to your requests for information. I have also asked that this issue be agendized for discussion at our next committee meeting so that it can be assigned for study and review via one of our Ad Hoc Committees." (The so-called Watchdog Committee took no action at its January 2015 meeting, despite pleas from Chair Paxson.)

On October 31, 2014, Communications Manager Heather Barber told me by telephone that the Local Streets funding formula was based exclusively on population and road miles. That afternoon I personally appeared at Alameda CTC headquarters and demanded to see the formula. After spending 45 minutes waiting in the lobby (4:00 – 4:45 p.m.), I left empty-handed. Tess Lengyel, then Deputy Director of Planning & Policy, was the purported "neutral" provider of public information about Measure BB. While I waited in the lobby, Ms. Lengyel sent an e-mail at 4:28 p.m. that touted benefits that Alameda CTC supposedly provides to the Tri-Valley, but did not provide the formula. I did not see Ms. Lengyel's (non)answer until I returned home that evening. I replied with another e-mail on October 31, 2014 at 6:44 p.m. No one at Alameda CTC replied to that e-mail. I sent another e-mail to Alameda CTC senior administrators on Tuesday, November 4, 2014 (Election Day) at 2:20 p.m. requesting the Local Streets formula before polls closed at 8:00 p.m. The only reply that I received to that e-mail was from Tess Lengyel, the purported "public information" officer for Measure BB: "I will be out of the office and unable to check messages on November 3 and 4. I will get back to you when I return."

On December 11, 2014, the Wendel Rosen law firm sent a letter to me at long last acknowledge-ing my Public Records Act request. I later learned that Wendel Rosen also was the Yes on Measure BB campaign headquarters. Wendel Rosen law firm, Alameda CTC's counsel and also the host of the Yes on BB campaign, was complicit with Ms. Lengyel in this stonewalling.

I did not receive the Local Streets funding formula for Measures B and BB until around December 29, 2014, nearly two months after my initial request and more than six weeks after the election.

The documents belatedly provided by Alameda CTC confirmed my suspicions that the Measure BB Local Streets funding formula shortchanges the Tri-Valley and southern Alameda County cities:

(1) Livermore - 5.3% of county population; 8.2% of county road miles; just 3.6% of funds
(2) Pleasanton - 4.7% of county population; 5.5% of county road miles; just 2.8% of funds
(3) Dublin - 3.0% of county population; 1.9% of county road miles; just 1.4% of funds
(4) Union City - 4.6% of county population; 4.4% of county road miles; just 2.5% of funds
(5) Fremont - 14% of county population; 14% of county road miles; just 8% of funds
(6) Newark - 2.8% of county population; 2.9% of county road miles; just 1.6% of funds

Tess Lengyel did not faithfully perform her Alameda CTC "public information" job during the final days of the Measure BB campaign. She refused to provide to the public timely, accurate information about the Measure BB Local Streets funding formula, as evidenced by her evasive October 31, 2014 e-mail and her complete disappearance from her Alameda CTC office during the days leading up to the election. Ms. Lengyel engaged in a pattern of duplicity and stonewalling about a $1.5 billion pot of Measure BB funds. She should not be rewarded for such misconduct with a $300,000 annual salary. She should be required to provide a public explanation as her pattern of behavior as part of the performance evaluation today.

Sincerely,

Jason A. Bezis

JASON A. BEZIS

Jason Bezis <jbezis@yahoo.com>
To:adao@alamedactc.org,tlengyel@alamedactc.org,info@hacienda.org,stewartng@alamedactc.org,preavey@alamedactc.org,ladams@alamedactc.org
Thu, Oct 30, 2014 at 2:02 PM

To Executive Director Arthur Dao, the staff of the Alameda County Transportation Commission and the ACTC Citizens Watchdog Commission (led by chair James Paxson of Hacienda Business Park):

The existing Alameda County Transportation Commission allocation of funding to local streets and roads appears to be extremely shortchanging the communities of eastern Alameda County (Livermore, Pleasanton, Dublin) for the benefit of Oakland.

This is to serve as a demand for an immediate explanation from any and all ACTC staff who have knowledge of your Local Street & Fund Funding formula, especially whether or not Measure BB remedies or perpetuates this inequity. This e-mail also is to serve as to a request to the Citizens Watchdog Committee for an investigation as soon as possible. I am requesting that ACTC staff provide an explanation as soon as possible – no later than close of business on Friday, October 31, as your answer has bearing on next Tuesday's election.

The ACTC has published its FY2013/14 Program Distributions. See:
http://www.alamedactc.org/files/managed/Document/14365/FY13-14_Sales_Tax_Year_Total_r8.18.14.pdf
According to these numbers, Livermore ($950,000) receives 10% of Oakland's ($9.8 million) local street and road funding. Dublin ($385,000) receives 4% of Oakland's funding and Pleasanton ($730,000) receives 7% of Oakland's funding. "Alameda Co.-East" ($406,000) receives 4% of Oakland's funding. Collectively, the four eastern Alameda County funding pots receive $2.47 million, 25% of Oakland's local street and road funding.

The Measure B expenditure plan (2000) says on page 18, "Local transportation funds within a geographic sub-area will be allocated to the jurisdictions within that sub-area based on a formula weighted 50% by the population of the jurisdiction within the sub-area and 50% on the number of road miles within the sub-area. The allocations may change in the future based on changes in population and road mile figures."

According to the 2010 census, Livermore (80,968) has 21% of Oakland's population (391,000), Dublin (46,000) has 12% of Oakland's population and Pleasanton (70,000) has 18% of Oakland's population. Livermore, Pleasanton and Dublin collectively (197,000) have more than 50% of Oakland's population.

WHY IS EASTERN ALAMEDA COUNTY RECEIVING JUST HALF OF OAKLAND'S PER CAPITA LOCAL STREET AND ROAD FUNDING? IN OTHER WORDS, WHY IS THE ALAMEDA COUNTY CTC COUNTING OAKLAND'S POPULATION TWICE IN ALLOCATING LOCAL STREET AND ROAD FUNDING? WHY IS THE ALAMEDA COUNTY CTC TREATING A RESIDENT OF LIVERMORE, PLEASANTON OR DUBLIN AS ONE-HALF OF AN OAKLAND RESIDENT IN TERMS OF ALLOCATING LOCAL STREET AND ROAD FUNDING?

The Caltrans publication "2011 California Public Road Data" shows the "2011 Maintained Mileage" of Alameda County cities. See Table 6 on p. 14:
http://www.dot.ca.gov/hq/tsip/hpms/hpmslibrary/prd/2011prd/2011prd.pdf

According to that publication, Livermore (279 miles) has 33% of the road miles of Oakland (826 miles), Dublin (66 miles) has 8% of the road miles of Oakland and

Pleasanton (187 miles) has 23% of the road miles of Oakland. The three cities collectively (532 miles) have 64% of Oakland's 826 road miles, yet eastern Alameda County receives just 25% of Local Street & Road funding as Oakland from the Alameda CTC.

WHY IS THE ALAMEDA CTC NOT PAYING LIVERMORE, PLEASANTON AND DUBLIN THEIR "FAIR SHARE" OF LOCAL STREET & ROAD FUNDING BASED ON PROPORTIONATE ROAD MILES IN EACH CITY? WHY DOES A MILE OF ROAD IN EASTERN ALAMEDA COUNTY RECEIVE LESS THAN ONE-HALF THE FUNDING AS A MILE OF ROAD IN OAKLAND?

Finally, in 2012, Livermore collected $9.8 million in Measure B sales tax revenues. Dublin collected $7.4 million and Pleasanton collected $9.2 million. The three eastern Alameda County cities collected $26.5 million in Measure B sales taxes in 2012. Oakland collected just $20.9 million. Livermore, Dublin, and Pleasanton respectively collected 47%, 36% and 44% of Oakland's total Measure B tax collection that year. The three Alameda County cities collected 127% of Oakland's Measure B tax collection.

HOW IS IT FAIR TO THE CITIZENS OF LIVERMORE, PLEASANTON AND DUBLIN THAT THEIR CITIES COLLECT 127% OF OAKLAND'S MEASURE B TAX TOTAL, YET EASTERN ALAMEDA COUNTY RECEIVES A MERE 25% OAKLAND'S "LOCAL STREET & ROAD" ALLOCATION?

The expenditure plan for the proposed Measure BB says, "Twenty percent of net revenues will be allocated to local cities and the county based on a formula that includes population and road miles for each jurisdiction, weighted equally, consistent with the 2000 Measure B formula. The formula will be revisited within the first five years of the plan to ensure overall geographic equity in the Plan." (Page 22, Local Streets Maintenance and Safety).

PLEASE EXPLAIN WHAT MEASURE BB WOULD ACTUALLY DO FOR LOCAL STREET AND ROAD FUNDING. HOW SPECIFICALLY WILL IT ALLOCATE LOCAL STREETS AND ROAD FUNDING "TO LOCAL CITIES AND THE COUNTY"? WHAT IS MEANT BY "WEIGHTED EQUALLY"? DOES "CONSISTENT WITH THE 2000 MEASURE B FORMULA" MEAN THAT OAKLAND WILL CONTINUE TO REAP MORE THAN ITS "FAIR SHARE" OF LOCAL STREET AND ROAD FUNDING, IN EXCESS OF ITS ACTUAL "POPULATION AND ROAD MILES" IN PROPORTION TO EASTERN ALAMEDA COUNTY? WILL MEASURE BB ENSURE THAT LIVERMORE, PLEASANTON AND DUBLIN ACTUALLY RECEIVE THEIR "FAIR SHARE" OF MEASURE BB LOCAL STREET AND ROAD FUNDING, PROPORTIONATE TO OAKLAND'S "POPULATION AND ROAD MILES"?

I await the immediate reply of your staff. I also, again, request that the ACTC Citizens Watchdog Committee be provided with this comunication for investigation and action as soon as possible.

Sincerely,
Jason Bezis
3661-B Mosswood Drive
Lafayette, CA 94549-3509
(925) 962-9643
jbezis@yahoo.com

info@hacienda.org
To:jbezis@yahoo.com
Thu, Oct 30, 2014 at 7:41 PM
Jason-

I wanted to acknowledge your calls and your e-mail. I spoke with Art Dao today and he will be replying to your requests for information. I have also asked that this issue be agendized for discussion at our next committee meeting so that it can be assigned for study and review via one of our Ad Hoc Committees. Please note that while your comments concern both the existing measure and the proposed measure on the ballot, our committee's purview is only the existing measure as per the terms of the current Measure B and we will only be able to entertain discussion on that aspect of your concerns.

With that said, we would welcome your participation at one of our meetings as there is always a portion of the agenda devoted to public comment. Please consult the agency's web site for details: www.alamedactc.org.

Regards

James Paxson
Chair, ACTC Citizens Watchdog Committee

Tess Lengyel <tlengyel@alamedactc.org>
To:jbezis@yahoo.com,adao@alamedactc.org,info@hacienda.org,stewartng@alamedactc.org,preavey@alamedactc.org,ladams@alamedactc.org
Fri, Oct 31, 2014 at 4:28 PM

Hello Mr. Bezis,

Thank you for your inquiry about the Alameda County Transportation Sales Tax Program. The Alameda County Transportation Commission investments in our transportation system go beyond investments for maintaining local streets and roads, especially, in any one particular area of the County. The Alameda County 2000 Measure B Transportation sales tax program has brought significant transportation improvements to the County, relieving traffic congestion, improving mobility and promoting economic development, particularly in the Tri-Valley.

Over the 20 years of the current (2000 voter approved) transportation sales tax program, it is presently projected that $2.1 billion of local sales tax revenue will be collected. In addition to the formula allocations of sales tax funding for local streets and road, bicycle and pedestrian safety improvements, paratransit, there has been approximately $646 million invested in transportation improvements in the Tri-Valley, on major capital projects such as the construction of the new Isabel Avenue/I-580 Interchange, widening of Route 84, widening of southbound I-680, widening of I-580 to add carpool lanes and auxiliary lanes, improvements to Vasco Road, and upgrades to the Livermore and Pleasanton stations for the Altamont Commuter Express train. There has also been funding allocated for LAVTA's bus operations.

Furthermore, those major transportation expenditures in the Tri-Valley mentioned above were made on top of the 1986 Measure B sales tax program, which brought BART from Bayfair to Dublin and Pleasanton, reconstructed the I-580/I-680 interchange, reconstructed the Airway Boulevard, and constructed the first phase of Isabel Avenue.

The Tri-Valley has received extensive funding that has resulted in better access and choices for people traveling in the Tri-Valley and has contributed to economic growth in the area.

Tess

Tess Lengyel, Deputy Director of Planning and Policy

Alameda County Transportation Commission

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7428 direct dial | 510.208.7400 main line

Email: tlengyel@alamedactc.org Website: www.alamedactc.org

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Jason Bezis <jbezis@yahoo.com>
To:tlengyel@alamedactc.org,adao@alamedactc.org,info@hacienda.org,stewartng@alamedactc.org,preavey@alamedactc.org,ladams@alamedactc.org
Fri, Oct 31, 2014 at 6:44 PM

Attn: Art Dao, Executive Director, Alameda County Transportation Commission & senior staff of ACTC & ACTC Citizens Watchdog Committee:

You have failed to answer my questions concerning the funding formula for the Measure BB Local Streets Maintenance and Safety Program (more than than $1.5 billion) on next Tuesday's Measure BB ballot. I posed these questions to you by e-mail yesterday, Oct. 30, and requested an answer by close-of-business today. Ms. Lengyel's reply of 4:28 p.m. today was a "non-answer." Your staff is physically barring public access to the public documents containing answers to my questions, as detailed below, in contravention of Govt. Code 6253(a).

Earlier today I spoke on the phone with your in-house consultant Heather Barber. She was not very informative about the funding formula. In fact, she was giving me incomplete and misleading information, claiming that it weights all jurisdictions in Alameda County equally based on (1) population and (2) road mileage in each jurisdiction. I told her that she was wrong. She agreed to report back to me later Friday with an answer.

I also told Ms. Barber that the total local street funding on your city-level fact sheets confirmed my concern. Measure BB is forcing the residents and taxpayers of eastern Alameda County to subsidize local streets in Oakland. You are counting a Tri-Valley resident as 1/2 of a person compared to an Oakland resident in per capita funding. You are funding a road-mile in Oakland at more than twice the rate of a road-mile in the Tri-Valley. Therefore, I was even more determined to see with my own eyes the formula that yields such inequitable, disparate results.

As 3:30 p.m. passed, I realized that I was being stonewalled by ACTC staff and your consultants. I feared that you would fail to provide the local streets funding formula to me by close-of-business today. A little after 4 p.m. I arrived at your office at 1111 Broadway, 8th Floor (a bit too palatial for a public agency; your office really belongs in Hayward in close proximity to the Alameda County Public Works office, in more cost-effective and useful office space. Our precious tax dollars "at work"!). Pursuant to the Public Records Act, I demanded immediate access to the funding formula proposed under Measure BB. The receptionist told me that I could visit your website in lieu of talking to staff. I found that extremely insulting.

I again demanded to see the public records containing the full and complete funding formula for the Local Streets (20%) portion of Measure BB. Then the receptionist retrieved a woman (I think that her name is Vanessa Lee) who handles public requests.

Eventually I was handed a Public Records request form. I was told that I could fill it out and someone would reply. I eventually filled it out and submitted it before I left the office, but I said that the normal 10 day period is inadequate.

I arrived at your office just after 4 p.m., well before your 5 p.m. closing time. I had a right to immediate provision of such a standard document. I quote from California Government Code sec.

6253(a):

6253. (a) Public records are open to inspection at all times during the office hours of the state or local agency and every person has a right to inspect any public record, except as hereafter provided.
Any reasonably segregable portion of a record shall be available for inspection by any person requesting the record after deletion of the portions that are exempted by law.

You have failed to answer my questions concerning the funding formula for the Measure BB Local Streets Maintenance and Safety Program (more than than $1.5 billion) on next Tuesday's Measure BB ballot. I posed these questions to you yesterday, Oct. 30, and requested an answer by close-of-business today.

Earlier today I spoke on the phone with your in-house consultant Heather Barber. She was not very informative about the funding formula. In fact, she was giving me incomplete and misleading information, claiming that it weights all jurisdictions in Alameda County equally based on (1) population and (2) road mileage in each jurisdiction. I told her that she was wrong. She agreed to report back to me later Friday with an answer.

I believe that the ACTC and its employees and agents have denied the public access to important information on the eve of a major election. Mr. Dao, you and your staff, and your consultants seem bent on keeping this local street funding formula a secret. You do not want the public to know that it treats a Livermore, Dublin and Pleasanton resident as 1/2 of an Oakland resident. You don't want the public to know that your Measure BB funds a mile of road in Oakland at more than twice the rate of a mile of road in the Tri-Valley. Shame on you. Shame on your staff for misleading the public.

Tess Lengyel claims to be the "Deputy Director of Planning and Policy." She should have been able to supply a clear answer to me questions posed in my e-mail yesterday. Yet she gave me nothing more than P.R. gobbly-gook in ACTC's reply at 4:28 p.m. She did NOT answer ANY of my questions about the funding formula.

I was told around that time that Ms. Lengyel was in a meeting until 6 p.m. I hereby demand documentary proof (under the Public Records Act) that Ms.Lengyel was in fact in a meeting at that time. I suspect that she and other senior ACTC staff were hiding from my request.

I demand immediately that any and all staff responsible for replying to my inquiry be subject to disciplinary procedures, including Mr. Dao. It is unconscionable that neither you nor your staff have answered my simple questions. It is outrageous that you do not make your records available for inspection pursuant to Govt. Code 6253(a). I demand an immediate answer from Mr. Dao as to why ACTC staff failed to comply with Govt. Code 6253(a) between 4-5 p.m. on 10/31/14. Mr. Dao needs to explain to me precisely how ACTC will fulfill its state constitutional mandate to provide public access to its documents.

I also demand that Heather Barber follow through on her promise and get an answer for me about the local street funding formula. She seemed utterly ignorant of how the $1.5 billion actually is allocated. She needs to be educated if she is to properly fulfill her duties to you and to the public.

I repeat my demand for an answer to my e-mail of 10/30/14 ASAP. I demand documentation showing the exact formula for the Measure BB Local Streets Maintenance and Safety Program allocations to specific cities and unincorporated area in Alameda County.

Sincerely,
JASON A. BEZIS

3661-B Mosswood Drive
Lafayette, CA 94549
(925) 962-9643
jbezis@yahoo.com

URGENT: Request for Measure BB Local Streets Funding Formula - How $1.5 Billion Fund is Allocated to Cities
Yahoo/Sent

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Jason Bezis <jbezis@yahoo.com>
To:adao@alamedactc.org,tlengyel@alamedactc.org,stewartng@alamedactc.org,preavey@alamedactc.org,vlee@alamedactc.org,thalbritter@alamedactc.org,hbarber@alamedactc.org,info@haciendа.org,ccrossley@alamedactc.org,kpasco@alamedactc.org,lpoeton@alamedactc.org
Tue, Nov 4, 2014 at 2:20 PM
Attn: Mr. Arthur Dao
Executive Director
Alameda County Transportation Commission

Ms. Tess Lengyel
Deputy Director of Planning and Policy
Alameda County Transportation Commission

Ms. Vanessa Lee
Clerk of the Commission (custodian of ACTC documents)
Alameda County Transportation Commission

Citizens Watchdog Committee
Alameda County Transportation Commission (please direct this communication to members)

To all Alameda County Transportation Commission staff members and consultants who possess information concerning the "Local Streets" component of Measure BB on today's Alameda County ballot:

I hereby repeat my request for the actual formula used to allocate the $1.548 billion Measure BB Local Streets Maintenance and Safety Program funds to individual cities and jurisdictions in Alameda County. I make this request pursuant to the California Public Records Act (Gov't Code sec. 6250, et seq.) and other laws that require disclosure. I ask that this information be disclosed to me IMMEDIATELY as it is a matter on the ballot today in Alameda County and it should be readily available to your staff members and consultants.

The Measure BB Expenditure Plan says on page 22:
"Twenty percent of net revenues will be allocated to local cities and the county based on a formula that includes population and road miles for each jurisdiction, weighted equally, consistent with the 2000 Measure B formula. The formula will be revisited within the first five years of the plan to ensure overall geographic equity in the Plan."

I request the 2014 Measure BB Local Streets "formula" referred to in the excerpt above. I request the formula that determines how the $1.5 billion in local street funds would be allocated to each of Alameda County's cities and unincorporated areas.

This repeats a request that I have made in e-mails and telephone messages left with numerous ACTC staff on October 30, October 31 and November 3.

On October 31, I spoke by phone with Heather Barber, a consultant working for ACTC. She assured me that population and road miles were the sole basis of the Measure BB local streets funding. I said that I thought

that she was wrong, that I did not believe that the funding formula (whatever it is -- which is why citizens deserve to see it BEFORE voting on Measure BB) actually weighted a road-mile in Oakland the same as a road-mile in Livermore, that a person in Oakland was treated the same in local street funding as a person in Dublin. I requested the actual Measure BB Local Streets funding formula. Ms. Barber promised to get an answer to my question when I last spoke to her on the afternoon of Oct. 31. On Nov. 3, I left a phone message with Tamara Halbritter, Senior Project Manager of Acumen, who is apparently Ms. Barber's supervisor. Ms. Halbritter also has refused to reply. I am still waiting for a reply as of 2 p.m. today, six hours before polls close.

As I realized that I was being "stonewalled" by ACTC staff and consultants about the actual content of Measure BB last Friday, I visited the ACTC office in Oakland during regular business hours on October 31 from 4 to 4:45 p.m. I requested this same information during that visit to Ms. Linda Adams at your front desk and to Ms. Vanessa Lee, Clerk of the Commission, whom Ms. Adams summoned. As the clerk, the custodian of public records for the ACTC, Ms. Lee failed to fulfill her legal duty under Government Code sec. 6253(a), "Public records are open to inspection at all times during the office hours of the state or local agency and every person has a right to inspect any public record, except as hereafter provided. Any reasonably segregable portion of a record shall be available for inspection by any person requesting the record after deletion of the portions that are exempted by law." I repeatedly requested to Ms. Lee, Ms. Adams and to all ACTC staff who passed through the lobby that I be provided access to the Measure BB local streets funding formula, yet no one complied with my request. I requested to speak with Executive Director Arthur Dao and to Tess Lengyel and to anyone else who could provide me with this information. I left phone messages for Mr. Dao and Ms. Lengyel as I waited in the lobby.

As I was waiting in the lobby, at 4:28 p.m. on Oct. 31, ACTC Deputy Director of Planning and Policy Tess Lengyel sent an e-mail to me. Ms. Lengyel's e-mail failed to comply to my request for the Measure BB local street funding formula. She continues to refuse to communicate with me since her evasive, noncompliant answer on Oct. 31. Ms. Lengyel has not provided the Measure BB Local Streets funding formula to me as of 2 p.m. on Election Day.

Article I, section 3 of the California Constitution says in part, "The people have the right of access to information concerning the conduct of the people's business, and, therefore, the meetings of public bodies and the writings of public officials and agencies shall be open to public scrutiny. A statute, court rule, or other authority ... shall be broadly construed if it furthers the people's right of access, and narrowly construed if it limits the right of access."

This is a shameful episode in ACTC's history. ACTC and its staff are intentionally keeping secret the basis for allocating $1.5 billion of Measure BB funds, in clear contravention of the law. ACTC staff and consultants are engaging in blatant, self-interested political action in refusing to divulge the Measure BB local streets funding formula. If Measure BB passes, it means more funds would become available to compensate ACTC staff and consultants (as the 1% administration funding ceiling would be lifted in absolute dollar terms with the tax increase). The failure of ACTC to comply with my reasonable request for public documents directly related to the contents of Measure BB appears to be deliberate, calculated conduct in order to undermine opposition to Measure BB. ACTC staff members and consultants who fail to uphold their agency's constitutional and statutory duties should be subjected to disciplinary action, up to and including termination from employment.

I again repeat my demand for immediate disclosure of the "formula" used to allocate Measure BB Local Streets funding to Alameda County cities. I have attempted just about every means possible to obtain this information - e-mail requests, phone message requests, live phone requests and in-person visit to your office. The conduct of ACTC staff and consultants is inexcusable. I demand an answer to my request.

Just as I have requested on Oct. 30, Oct. 31 and Nov. 3, please turn over the Measure BB Local Streets funding formula IMMEDIATELY. You may e-mail it to this e-mail address: jbezis@yahoo.com. You also may phone me on my cell phone at (925) 708-7073 if you insist on my physical presence at your office to view it; I would do my best to come to your office this afternoon to view it.

Sincerely,
Jason Bezis
3661-B Mosswood Drive
Lafayette, CA 94549-3509
(925) 962-9643 (landline)
(925) 708-7073 (cell/mobile)
jbezis@yahoo.com

Out of Office: URGENT: Request for Measure BB Local Streets Funding Formula - How $1.5 Billion Fund is Allocated to Cities
Yahoo/Inbox

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Tess Lengyel <tlengyel@alamedactc.org>
To:jbezis@yahoo.com
Tue, Nov 4, 2014 at 2:23 PM

Hello, I will be out of the office and unable to check messages on November 3 and 4. I will get back to you when I return.

Thank you.

Tess

1. **Call to Order**

2. **Roll Call**
A roll call was conducted. All members were present with the exception of Commissioners Freitas, Mei and Miley.

Commissioner Freitas attended the meeting; however, he experienced audio problems for the duration of the meeting.

Commissioner Cox attended as an alternate for Commissioner Chan.

Subsequent to the roll call:
Commissioner Mei arrived during item 4. Commissioner Miley arrived during item 7.1. Commissioners Carson and Valle left during item 8.5.

3. **Public Comment**
Public comments were heard by the following:

A public comment was made by Jason Bezis questioning where previous meeting recordings can be found on the Alameda CTC website. Vanessa Lee, Clerk of the Commission, responded that video and audio recordings of the Commission Meetings are made available upon request. Chair Cutter requested that staff place the meeting recordings on the website.

A public comment was made by Karl Wente thanking the elected officials and the staff of Alameda County municipalities for serving their communities.

4. **Chair and Vice Chair Report**
Vice Chair Bauters provided instructions to the Commission regarding technology procedures including instructions on administering public comments during the meeting.

5. **Executive Director Report**
Tess Lengyel stated that Alameda CTC is celebrating its 10-year anniversary in September and she congratulated the Commission. Ms. Lengyel highlighted progress and key efforts made by staff for projects that are currently in construction and/or moving into the construction phase. She mentioned that Alameda CTC received an award for excellence in financial reporting from the Government Finance Officers Association for Alameda CTC's Comprehensive Annual Financial Report, which represents the highest level of recognition in government accounting and financial reporting.

6. **Consent Calendar**
   - **6.1.** Approve July 23, 2020 Commission Meeting Minutes
   - **6.2.** FY2019-20 Third Quarter Report of Claims Acted Upon Under the Government Claims Act
   - **6.3.** Approve Alameda CTC FY19-20 Year-End Unaudited Investment Report
   - **6.4.** Award Request for Proposal R20-0008 for the Dublin Boulevard-North Canyons Parkway Extension Project
   - **6.5.** Approve Contract Amendment for San Pablo Avenue Multimodal Corridor Project and funding agreement with Contra Costa County Transportation Authority and West Contra Costa Transportation Advisory Committee
   - **6.6.** Approve actions necessary to facilitate project advancement into the construction phase for the I-80 Gilman Interchange Improvement Project and adopt a Resolution in support of right-of-way acquisition for the I-80 Gilman Interchange Improvement Project
   - **6.7.** Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
   - **6.8.** Approve issuance of a Request for Proposals for Paratransit Coordination Services

   Commissioner Marchand moved to approve the Consent Calendar. Commissioner Bauters seconded the motion. The motion passed with the following roll call votes:

Yes:	*Arreguin, Bauters, Carson, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Haggerty, Halliday, Haubert, Kaplan, Marchand, McBain, Mei, Ortiz, Pilch, Saltzman, Thao, Thorne, Valle*
No:	*None*
Abstain:	*None*
Absent:	*Freitas, Miley*

7. **Planning, Policy and Legislation Committee**
   - **7.1 Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment**

     Chair Cutter stated that extensive discussion of this item was had at the September 14, 2020 Planning, Policy and Legislation Committee (PPLC). Commissioner Bauters noted that over 20 public comments were heard at the PPLC meeting and he briefly summarized the discussion. Commissioner Bauters stated that the discussion resulted in including clarifying language to the proposed Transportation Expenditure Plan (TEP) Amendment that would address concerns with San Joaquin County's financial contribution in the project and interest in ensuring an initial operating segment that provides significant benefits to the Tri-Valley.

     Carolyn Clevenger presented the staff recommendation that the Commission approve the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB TEP to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add the Valley Link project with $400 million in

Measure BB funding; and 4) make associated technical amendments. Ms. Clevenger reviewed the discussion and outcome of the PPLC meeting, the Committee's clarification of the proposed TEP Amendment language, and outlined the comment period and the action required by the Commission. Michael Tree, Executive Director of the TVSJVRRA provided background on the project, the project status and current funding. Ms. Clevenger stated that approval of the item requires 2/3 of the Authorized vote per the Implementing Guidelines of the 2014 TEP.

Vanessa Lee, Clerk of the Commission, informed the Commission that 17 public comment letters were received subsequent to the mail-out of the Commission packet. Ms. Lee noted that Attachment G, containing the 17 letters, was emailed to the Commission in advance of the meeting and placed on the Alameda CTC website. She stated that the letters of support focused on the importance of the project, the quality of life and the economy of the Tri-Valley and the benefits of the project. The letters of opposition focused on the amendment process, insufficient alternative considerations and lack of benefits for the project.

Letters of support were received from:

- Building Industry Association
- Cerro Vista Land & Development
- Lawrence Livermore National Laboratory
- Lehman Insurance Agency
- Livermore Valley Joint Unified School District
- Livermore Valley Winegrowers Association
- Stanford Health Care - ValleyCare
- Steve Lanza, Innovation Tri-Valley Leadership Group and Lam Research and Tri-Valley Advising
- Sunset Development
- Tri-Valley Chamber of Commerce Alliance
- Visit Tri-Valley
- Wente Family

Letters of opposition were received from:

- Law Offices of Jason A. Bezis on behalf of Transportation Solutions Defense and Education Fund (TRANSDEF)
- Dasen American Academy
- Doug Mann
- Sherman Lewis
- TRANSDEF

Vanessa Lee read a public comment that was received via email from John Sesba in support of staff's recommendation.

The following public comments were heard during the meeting:

- Val Menotti, Chief Development Officer at BART– Support staff's recommendation

- Jerry Pentin, City of Livermore Councilmember – Support staff's recommendation
- Linda Smith, City Manager for the City of Dublin – Support staff's recommendation
- Steve Dunbar, Livermore resident – Support staff's recommendation
- David Kent, Tri-Valley Conservancy – Support staff's recommendation
- James Paxton, Hacienda Homeowners Association – Support staff's recommendation
- Mike Wallace, candidate for BART Board, District 5 – Support staff's recommendation
- David Schonbrunn, TRANSDEF – Oppose staff's recommendation
- Evan Branning, Teacher in Tri-Valley – Support staff's recommendation
- Jas Barring – Support staff's recommendation
- Noel Varela, Local 202 – Support staff's recommendation
- Gerald Cauthen, Bay Area Transportation Working Group – Oppose staff's recommendation
- Adrian Anderson-Kelly, Los Positas Community College – Support staff's recommendation
- Dan Levitt, San Joaquin Regional Rail Commission – Support staff's recommendation
- Antonio Munoz, Field Representative of Northern California Carpenters – Support staff's recommendation
- Catharine Baker, former California State Assembly Member – Support staff's recommendation
- Guisselle Nunez, public relations, and on behalf of the Chancellor of Chabot Los Positas Community College – Support of staff's recommendation
- Jason Bezis – Oppose staff's recommendation
- Laura Mercier, Tri-Valley Conservancy – Support of staff's recommendation
- Rafael Gonzalez, Laborers Union 304 – Support of staff's recommendation
- Matt Williams, Sierra Club – Oppose staff's recommendation
- John Belperio, The Building and Construction Trades Council of Alameda County – Support Staff's recommendation
- Steven Spedowfski, Alameda County resident – Support Staff's recommendation
- Martin Espinoza Jr., field representative of Pile Drivers Union Local 34 – Support staff's recommendation
- Karl Wente – Support Staff's recommendation
- Jim Schmidt – Oppose staff's recommendation
- Tim Sbranti, Innovation Tri-Valley Leadership Group – Support Staff's recommendation

Commissioner Bauters noted that BART had an opportunity to implement and operate the BART to Livermore Project in the original Expenditure Plan and they voted to not select a preferred alternate to move the project forward. He noted that the $400 million doesn't cover the full cost of the project, but will be used to leverage additional funding.

Zack Wasserman, General Counsel at Wendel Rosen responding to the legal questions raised in a letter provided to the Commission by Jason Bezis:

- Mr. Bezis questioned if the notice was communicated to the City Councils and the Board of Supervisors as required: Mr. Wasserman stated that the amendment was communicated to the Mayor, City Managers or Administrators of each city in Alameda County. Mr. Wasserman stated that all of the cities are represented on the Alameda CTC Commission and all of the members of the Alameda County Board of Supervisors are also represented on the Commission. He stated the cities received full and sufficient notice.
- Mr. Bezis noted that the language added by the Committee regarding going to Mountain House was a substantial change: Mr. Wasserman stated that the clarification to the proposed language is not significant, rather, it clarifies the project.
- Mr. Bezis noted there is some inconsistency on what vote is required and because of the inconsistencies the Commission can't vote on this item: Mr. Wasserman stated that the TEP and staff's recommendation states that a vote of 18 affirmative votes by weight is needed to approve the item.
- Mr. Bezis alleged that AB 758 allows the project to be completed in the Tri-Valley and not in San Joaquin: Mr. Wasserman stated that this statement is incorrect and the title of the bill is Tri-Valley-San Joaquin Valley Regional Rail Authority.
- Mr. Bezis noted that Valley Link does not benefit people in Alameda County: Mr. Wasserman stated that Alameda CTC staff provided sufficient feedback on this concern describing the benefits of the project to the County.
- Mr. Bezis noted that geographic balance is required and this amendment would upset the balance: Mr. Wasserman stated that Valley Link is consistent with the geographic balance that was part of the initial measure.
- Mr. Bezis cited the City of Hayward Planning Area Case: Mr. Wasserman stated the referenced case is dealing with State Route 238 and a question of eminent domain and has no relevance to Valley Link.
- Mr. Bezis noted that Valley Link conflicts with the county's Measure D: Mr. Wasserman stated that if that were a problem, then it needs to be addressed by the sponsor of Valley Link; however, Measure D has an exemption for rail projects.
- Mr. Bezis noted that alternatives have not been thoroughly reviewed: Mr. Wasserman stated that BART reviewed alternatives in the EIR and that Valley Link is reviewing alternatives in its subsequent CEQA review, which is a normal part of the process.
- Mr. Bezis noted that several of the elected officials are up for re-election and should not be allowed to vote on the item. Mr. Wasserman stated that any current member of the Commission is lawfully and fully entitled to vote on this item.

Commissioner Pilch asked if the $400 million can be used for BART congestion issues that may arise from the offloading of Valley Link train. Ms. Lengyel stated that direct

project impacts and mitigation is allowed as part of Measure BB. BART and the TVSJVRRA are working on a MOU that will outline how impacts are addressed.

Commissioner Bauters expressed concern about the precedent it would set, if completing an Environmental Impact Report (EIR) was required for inclusion in the TEP. He noted that each project has seven years from the first year of revenues to complete an EIR and there are 22 capital projects in the 2014 TEP, and seven of the projects do not have an EIR completed. To require Valley Link to complete the EIR before approving the amendment would be holding Valley Link to a higher standard than other Measure BB projects.

Commissioner Saltzman asked what determines a direct project impact and mitigation. Ms. Lengyel stated that this would be outlined in the MOU between Valley Link and BART. She noted that the $400 million is not the only funding needed for this project and other funds will need to be utilized to fully fund the project and address the impacts of the project.

Commissioner Arreguin stated that he supports staff's recommendation and he noted that it's important to reduce single occupancy vehicle trips and greenhouse gas emissions, and this project will accomplish this. Commissioner Arreguin noted this project is important to the region and it was moved to Tier 1 in Plan Bay Area 2050 because of its transformative benefits.

Commissioner Ezzy Ashcraft asked staff to comment on if there is an option to eliminate diesel trains to reduce emissions. Mr. Tree stated that the EIR is evaluating multiple technologies for the trains, including hybrid diesel electric, electric and electric battery for zero-emission trains. He noted that they are also evaluating the potential for hydrogen.

Commissioner Marchand commented on equity and connectivity, transit-oriented development and affordable housing and he noted that Valley Link meets these categories and he expressed his support for staff's recommendation.

Commissioner Pilch moved to delay this item until the EIR is released. Commissioner Saltzman seconded the motion.
Commissioner Valle then made a substitute motion to approve staff's recommendation. Commissioner Haggerty seconded the motion. The motion passed with the following roll call votes:

Yes:	*Arreguin, Bauters, Carson, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Haggerty, Halliday, Haubert, Kaplan, Marchand, McBain, Mei, Miley, Thao, Thorne, Valle*
No:	*Ortiz, Saltzman*
Abstain:	*Pilch*
Absent:	*Freitas*

Commissioner Haggerty expressed his appreciation to staff, and the Commission Chair and Vice Chair for their efforts in moving this process forward.

8. Public Hearing of I-580 Express Lanes Toll Enforcement Ordinance

8.1. Open Public Hearing

Commission Chair Cutter opened the the public hearing.

8.2. Presentation of the I-580 Express Lanes Toll Enforcement Ordinance

The Commission went into Closed Session pursuant to California Government Code section 54956.9 (d)(4) and California Government Code sections 54956.9(d)(2).

Liz Rutman recommended that the Authority waive the reading and introduce an ordinance for the administration of tolls and enforcement of toll violations for the I-580 Sunol Express Lanes via incorporation of Article 4, Chapter 1, Division 17 of the Vehicle Code. Ms. Rutman stated that to communicate to the public, a certified copy of the Toll Ordinance was posted at both Alameda CTC offices. In advance of this meeting, a public hearing notice was published twice in a newspaper of general circulation in both Alameda County. The public hearing notice was also published in Chinese and Spanish on two occasions in a Chinese-language and two Spanish-language publications. Ms. Rutman stated that the purpose of the Toll Ordinance is to establish civil penalties for the evasion of those tolls or noncompliance with other policies set forth the Ordinance. This ordinance is an important aspect of the I-580 Sunol Express Lanes operations.

8.3 Public Comments

A public comment was heard from Jason Bezis who expressed concerns that the Valley Link project will use express lanes revenues.

Ms. Lengyel stated that the Commission adopted an I-580 Expenditure Plan, which details where the revenues go for the express lanes in the corridor.

8.4 Close Public Hearing

Commission Chair Cutter closed the public hearing.

8.5 Waive Reading Beyond the Title and Adopt the I-580 Express Lanes Toll Enforcement Ordinance

Commissioner Haggerty moved to approve this item. Commissioner Marchand seconded the motion. The motion passed with the following votes:

Yes:	*Arreguin, Bauters, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Haggerty, Halliday, Haubert, Kaplan, Marchand, McBain, Miley, Ortiz, Pilch, Saltzman, Thao, Thorne*
No:	*None*
Abstain:	*None*
Absent:	*Carson,* Freitas, *Mei, Valle*

9. Planning, Policy and Legislation Committee

9.1. Federal, state, regional, and local legislative activities update

Carolyn Clevenger gave an update on federal, state, regional, and local legislative activities. Ms. Clevenger stated that regarding the state items, the Governor may sign any bills submitted by the legislature by September 30, 2020 and staff will provide a report of the results of this session to the Planning, Policy and Legislation

Committee in October. Regarding the federal items, a continuing resolution is moving forward that will keep the government in operation and it includes an extension of the Fixing America's Surface Transportation Act or "FAST Act," which means the transportation authorization bill will be extended until mid-December. In terms of COVID-19 federal relief it's not clear if anything will get done in the current environment in Washington D.C. and staff will continue to monitor this and report back to the Commission with any updates.

Commissioner Saltzman requested staff to discuss at a future meeting the action that the Metropolitan Transportation Commission (MTC) took on requiring 60 percent of their office workers to work from home and the impact of this action on transit agencies.
This is an information item.

10. Finance and Administration Committee

10.1. FY2019-20 Sales Tax Revenues Update

Patricia Reavey provide the Commission with an update on FY2019-20 sales tax revenues due to the effect of COVID-19 and the resulting shelter-in-place order. Ms. Reavey stated that due to the conservative manner in which Alameda CTC budgets for sales tax revenues, revenues for FY2019-20 came in only slightly under budget by 3.0 percent as a result of COVID-19 and the resulting shelter-in-place order on sales in Alameda County. Ms. Reavey noted that this is a 7.1 percent decrease from FY2018-19 sales tax revenue collections and the agency is in good shape for the current fiscal year. Ms. Reavey stated that pandemic is not expected to have an effect on the agency's ability to deliver projects and programs outlined in the Transportation Expenditure Plans and staff will continue to seek additional funding to ensure the delivery of the 2014 Measure BB program.

There was a public comment from Jason Bezis, who stated that Measure C and Measure W will increase taxes in several cities in Alameda County, which will impact Alameda CTC's revenues.

Commissioner Pilch asked if the agency has data regarding the percentage of sales tax from online sales. Ms. Reavey stated that the California Department of Tax and Fee Administration (CDTFA) has a new database that provides this information and staff will begin analyzing the data. Ms. Lengyel noted that the agency will continue to monitor the sales tax closely and will keep the Commission updated on sales tax revenue.

This item is for information only.

11. Closed Session

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

The Commission opted to not convene the Closed session.

11.2. Report on Closed Session

The Commission did not convene for a Closed session.

11.3. Approve the annual performance evaluation of the Executive Director for 2020, objectives for 2021, and a salary adjustment pursuant to the approved contract

There was a public comment made by Jason Bezis stating that the staff report did not state the salary increase for the Executive Director and he made disparaging comments about the current Executive Director.

Commissioners Bauters, Dutra-Vernaci, Ortiz and Haggerty stated that the public comment was out of line, that the Executive Director's salary was below her counterparts, and she has done an exceptional job during her time in the job. Commissioner Halliday asked what the proposed 3-percent increase equated to. Mr. Wasserman stated that approval of the item will increase the Executive Director's salary to $304,252.

Commissioner Bauters moved to approve the item. Commissioner Dutra-Vernaci seconded the motion. The motion passed with the following roll call vote:

Yes:	*Arreguin, Bauters, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Haggerty, Halliday, Kaplan, Marchand, Mei, Miley, Ortiz, Pilch, Saltzman, Thao, Thorne*
No:	*None*
Abstain:	*None*
Absent:	*Carson,* Freitas, *Haubert, McBain, Valle*

Ms. Lengyel thanked the Commission and noted that it's been an honor and privilege to serve the Commission.

12. Commission Member Reports

Commissioner Pilch requested a future agenda item to discuss increasing the agency's public meeting transparency and outreach.

13. Adjournment

The next meeting is Thursday, October 22, 2020 at 2:00 p.m.

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IN THE SUPERIOR COURT OF THE STATE OF CALIFORNIA
IN AND FOR THE COUNTY OF ALAMEDA

ALAMEDA COUNTY TAXPAYERS' ASSOCIATION, INC., *et al.*, Petitioners and Plaintiffs, vs. TRI-VALLEY-SAN JOAQUIN VALLEY REGIONAL RAIL AUTHORITY *et al.*, Respondents and Defendants.	Case No.: RG21110126 Assigned for all purposes to the Hon. Michael M. Markman Department 14 TRANSCRIPT OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION MEETING OF SEPTEMBER 24, 2020 AGENDA ITEM 7.1

Chair Cutter: Okay, we're moving into item 7, 7.1, Approve the Tri-Valley San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. I'm sure – I don't know if – let me start over. We have as our community reports about two weeks ago, we had a very extensive discussion about this, over two hours long, really good conversation with answering the questions coming up and answering and I've asked our vice-chair if he will kind of summarize that – you know, the conversation, not that we're not going to still have questions or comments but just kind of give us a jumping off point to start discussing the item.

Ms. Lee: For the record, before you go into this item, I just want to note that I did not receive any public comments on the consent calendar.

Chair Cutter: Oh, thank you. Yeah. I assumed you'd tell me if you did but –

Ms. Lee: Yeah.

Chair Cutter : But you know what happens when you assume things, so –

Ms. Lee: [laughs]

Chair Cutter : Alright. Thank you so much. So Vice-Chair Bauters, if you would like to give us a short synopsis?

Vice-Chair Bauters: Thank you, Madame Chair. The committee, as the Chair mentioned, for about two and a half hours on the – what is Item 7.1 today. We had a lengthy conversation. There were over 20 members of the public who commented on it and the commission and staff went through these questions in great detail, addressing and answering comments or concerns that had been raised and I'm going to forego going into those in detail. If they are revived in public comment today, we can discuss them again as necessary. But suffice it to say that in the end, there was clarifying language proposed to the amendment which will be part of the staff presentation today, which just further defines the initial operating segment.

This has implications on the project by essentially requiring by essentially requiring that San Joaquin County have a financial contribution to the project, as staff can

explain later in their presentation. By requiring San Joaquin County to have a financial contribution, by also providing clarity as to which part of the EIR will be studied at a minimum in order to ensure maximum GHG reduction in transit ridership, and to also address several other concerns that were raised, and that was approved by the committee. So our hope today would be to provide a summary of that in providing the presentation as well. Thank you.

Commissioner Haggerty: Madame Chair?

Chair Cutter: Yes, Commissioner –

Commissioner Haggerty: I just want [unintelligible: 16:47]. Supervisor Miley texted me and says he is stuck in the attendees and needs to be moved over.

Chair Cutter: Okay, thank you. We'll note that and Vanessa will do her magic. Okay. With that, Tess, can you –

Ms. Lengyel: Yeah, thank you, Madame Chair. As has been noted, there was a very lengthy discussion at PPLC and we'll have a presentation that summarizes some of that. Carolyn Clevenger will provide that presentation and Michael Tree, who's the executive director of the Tri-Valley San Joaquin Valley Regional Rail Authority, will also provide some background on the project. I do want to note that there are responses to comments received as of the mail-out in the packet, and they are very detailed in Attachment D. So with that, Carolyn, why don't you go ahead and go over the presentation?

Ms. Clevenger: Thank you. While Vanessa pulls up the slides, we can go ahead and jump to Slide 3, Vanessa, when it comes up. [pause] So as was mentioned, there is extensive discussion of the September PPLC meeting with nearly 100 comments submitted, either in writing or verbally at the meeting, and PPLC voted to recommend approval of the TEP Amendment to the full commission. Next slide.

This slide details the proposed amendment. Blue text denotes language that was added to the TEP language and red denotes language that would be removed from the TEP. The phrase highlighted in yellow is the one that was just referenced by Commissioner

Bauters that was added by the commission at PPLC to provide clarity of what the initial operating segment would be. Next slide.

Rail service and connectivity in the Tri-Valley has been under discussion for a long time and voters have made long-standing commitments that include funding for transit and rail in the Tri-Valley, dating back to the 1986 Alameda County Measure. Next slide.

BART was, for a long time, the lead on the project. Between 2010 and 2018, BART advanced significant amount of planning and environmental work, including analysis of multiple station sites and alignments as well as different rail technologies and express bus alternatives. That work culminated in May 2018 with BART Board certifying a project-level EIR. After extensive discussion and debate, the BART Board finalized the EIR without selection of a preferred project to advance. Next slide.

In 2017, the State Legislature approved AB 758, which created the Tri-Valley San Joaquin Valley Regional Rail Authority. When the BART Board voted not to advance the project, the Authority as defined by AB 758 assumed responsibility to advance the project. The Authority utilized significant amount of work that had already been completed by BART as well as ACE to jump-start their work and Michael Tree will provide a quick overview of the project. Next slide.

Mr. Tree: Great. Well, good afternoon. It's a pleasure to have the opportunity to provide you with that great description and update on the Valley Link project. This first slide that I have is provided by the Bay Area Council Economic Institute. In the slide, you can see the three primary commute sheds in the Bay Area. You'll note that the commute from the northern San Joaquin Valley, including the Tri-Valley, is the Bay Area's largest commute shed. In fact, it's more than twice the volume of the other commute sheds and it's growing at a higher rate. An update to this slide's coming soon. You'll note that's 2017 data. In 2019, the data shows that that commute shed has grown to nearly a hundred thousand commuters a day and so it's a busy commute shed. It's about to get a lot

worse. The Bay Area Council anticipates that this commute shed will grow 75 percent between 2016 and 2040 and what's more, truck traffic, much of it going to the Port of Oakland, will increase 58 percent during the same time period. Next slide.

So here's a map of the Valley Link system. The first phase of the Valley Link project is from the Dublin-Pleasanton BART station to the planned ACE North Lathrop station. A second future phase extends to Stockton. The first phase is 42 miles long and features seven stations. You know, as you look at the map, it's easy to break up the first phase of Valley Link into three segments or rights-of-way, all of which are in transportation corridors, so we can have a quicker, more efficient project delivery. The first phase, starting on the left, is from Dublin-Pleasanton BART station to the Greenville station, which is just short of climbing into the Altamont, if you are familiar with the geography in the area. Within this eleven and a half mile section, Valley Link will travel at grade in the 580 median.

The second section is the twelve and a half mile Altamont section and in this section, Valley Link will operate on the former Southern Pacific Railroad right-of-way, which is part of the original transcontinental railroad, and now owned by Alameda County. And then the third section is from the Mountain House station to the planned ACE North Lathrop station. This seventeen and a half mile long section is within the Union Pacific Railroad right-of-way. Important to note is that the Valley Link trains are planned to operate throughout the day with a 12-minute headway in the Tri-Valley during commute times, and so they'll meet every BART train and they will have 36 minute headways during the off-peak.

Briefly speaking, but really important, the Valley Link board is looking at three different types of technology for the Valley Link trains: hybrid diesel battery technology, also electric battery with catenary linings providing electric power in the Altamont, and onboard batteries providing power for the trains in the 580 segment and also the San Joaquin sections. And the board is also studying hydrogen technology, which is a

really promising zero-net emission technology. So it's anticipated that the board will select a zero-emissions technology as they more fully explore that, electric battery, and emerging hydrogen technology. Next slide.

So this slide shows the many project benefits to Alameda County with the Valley Link project. Of the 33,000 riders a day estimated in 2040, more than 10,000 are riders in the Tri-Valley segment. Additionally, Valley Link has a benefit of reducing between 33,880 and 42,650 metric tons of greenhouse gas emissions in 2040, and that depending on the technology of the train that's selected. Further GHG reductions will happen as the communities continue to engage in transit-oriented development around the Valley Link stations and in sum, on average, there's a weekday reduction of 570,000 vehicle-miles traveled that's attributable to the Valley Link project in 2040. Next slide.

So this is my second-to-last slide that I'll share. It includes the potential project phasing of Valley Link. We've already discussed that Phase I is from the Dublin-Pleasanton BART station to the ACE North Lathrop station. There are also opportunities to do an early Phase I, what's known as an Initial Operating Segment, or an IOS, and the most likely Initial Operating Segment is from Dublin-Pleasanton BART station to the Mountain House station. This IOS would provide 11,101 rides per day in the initial year of service and GHG reductions of up to 7,172 annual metric tons with a capital cost of just over $2 billion. Next slide.

So this slide shows the funding sources that are a high probability for the Valley Link project. The Measure BB funds that you are considering today are listed. Regional bridge toll funding allocated to the corridor and this project, $80 million in developer fees from the city of Livermore and Tri-Valley Transportation Council, and the 200-acre property from the city of Livermore – city of Tracy that's valued at $40 million, where the operations and maintenance facility will go adjacent to that Mountain House station. So as you can see, in total, about a third of the project cost is already identified. In regard to San Joaquin County, they've been really active in identifying potential funding

sources for Valley Link. In addition to the $40 million property to be provided by the city of Tracy for the O and M facility, they are planning for a potential transportation sales tax in 2022 that could include the Valley Link project. The city of Lathrop is considering $86 million in developer fees, tax increment funding for the project, and finally, I think it's important to note that San Joaquin COG, the Council of Governments there, has included Valley Link in their congested corridors planning which could result in significant State funding, and other potential significant State funding sources, in addition to that congested corridors program, would include the Transit And Intercity Rail Capital Improvement Program, also known as the TIRCIP program.

So I just have one final thought. An economic impact report of Valley Link was recently completed by PGH Wong using a model from the American Public Transit Association. It found that 22,000 jobs are created in the region during the construction of Valley Link with an economic impact of $3.5 billion and during revenue operations, which could be as early as 2028, 400 jobs are created with an economic impact of $69 million a year. So it's significant for our region, especially as we turn the corner on a COVID environment. And with that, I'll conclude my thoughts and turn the time back to Tess and Carolyn.

Ms. Clevenger: Thank you. Next, Vanessa? And I'm going to walk us through the comment period and today's proposed action.

Following the commission's vote on May 28th to initiate the comment period, notice was sent to the Mayor and City Managers or their equivalents of all cities, the county, and the transit operators in Alameda County who are represented on the commission. Comments received by September 11th are include in the summary matrix of comments and responses, which is Append-, Attachment D, with the full comment letters included in attachments E and F, and all comments that were received by last evening were distributed to the commission as a handout, Attachment G, and posted to the Alameda CTC

website; and the Clerk also emailed around one additional comment letter than came in mid-morning. Next slide.

The support letters highlighted the benefits of the project and the need for rail in the Tri-Valley. The benefits cited included reduction in vehicle miles travelled and greenhouse gas emissions, support for transit-oriented development, protection of open space, support for businesses in the Tri-Valley, and job creation during construction. Next slide.

Comments opposing the Amendment focused on timing and noticing procedures, insufficient alternatives analysis, lack of benefits to Alameda County residents, how an Initial Operating Segment would be decided, and concerns around sprawl and geographic equity. Next slide.

So to summarize today's action, next slide, all of the standard TEP project requirements would apply to the Valley Link projects. That includes specific strict project deadlines. Seven years after approval of an amendment, Valley Link would need to have received environmental clearance approvals and have a full funding plan in place. All recipients of funds through the Expenditure Plan must include – must sign a Master Funding Agreement, which includes local hiring requirements, and no expenditures are allowed outside of Alameda County. Next slide.

This slide again details the proposed Amendment before you today. Next slide.

So it is recommended that the Commission approve the Rail Authority's request for a TEP Amendment, as detailed here. This is an action item that requires two-thirds vote of the authorized vote at the full Commission. And that concludes our presentation and I'll turn it back over to the chair.

Chair Cutter: Okay, thank you. So that is the presentation for this. I would like to first take some commissioner – if there are clarifying questions or so forth, and then I would to get into public comments, after which commissioners will have a chance to make

some comments whether, you know, agreeing to the project and so forth. So I'm looking at our commissioners and I'm not seeing any hands raised. And so with that, let us just get right into the public comment section. So if you'll help with that, Vanessa?

Ms. Lee: Sure. For the record, following a mail-out of the Commission packet, 17 comment letters were received. A supplemental handout includes the full text of the letters that was distributed to the commissioners this morning as well as posted on the Alameda CTC website. The letters of support focused on the importance of the project to the quality of life and economy of the Tri-Valley and the benefits of the project. Letters of opposition focused on the Amendment process, insufficient alternative considerations, and lack of benefits for Alameda County residents. Letters of support for the project were submitted by the Building Industry Association, Cerro Vista Land and Development, Lawrence Livermore National Laboratory, the Lehman Insurance Agency, Livermore Valley Joint Unified School District, Livermore Valley Wine Growers Association, Stanford Healthcare, Valley Care, Steve Lanza, Innovation Tri-Valley Leadership Group and Lam Research and Tri-Valley Advising, Sunset Development, Tri-Valley Chamber of Commerce Alliance, Visit Tri-Valley, and Wente family.

Letters of opposition were submitted by Law Office of Jason A. Bezis on behalf of Transportation Solutions, Defense in Education Fund, TRANSDEF, Dasen American Academy, Sherman Lewis, Doug Mann, and TRANSDEF. We also received a public comment and I'm going to read it. It is a support comment from John Sensiba, managing partner of Sensiba San Filippo**.** The comment is very similar to the comments received in the support letters. And it looks like you also have 13 hands raised for public comment. If you'd like, I can go ahead and start calling some of those.

Chair Cutter: If you would, please.

Ms. Lee: Sure.

Chair Cutter: And we are going to have our public comments at two minutes each so if you'll show the clock for people. Thank you.

Ms. Lee: Sure. The first comment is from Val Menotti

Mr. Menotti: Hi. Good afternoon. This Val Menotti, Chief Planning Development Officer with BART. In your package, you have a letter from BART General Manager Bob Powers. It's important to note that these are BART staff comments since the full BART board has not taken a formal position. BART staff supports the proposed amendment which will acknowledge the Tri-Valley Authority and Valley Link as an eligible recipient of the 400 million dollars from the BART to Livermore category. BART is working in partnership with Valley Link team. It's essential that we consider the customer experience as they travel through Valley Link on to BART in many cases and to their final destination, so we want to make sure to create a safe and seamless and comfortable travel experience. It'll be important that the project make investments to create an elegant transfer at the Dublin-Pleasanton BART station and ensure that the normally crowded BART can accommodate these new travelers in Alameda County. So we intend to continue to partner with Valley Link and ensure a successful project, and as Michael Tree may have noted, we're working with him an MOU to address the capacity needs, funding, and other matters.

I did have a question I'm hoping staff can address, which is, can you confirm that the Measure BB funds will remain eligible for use by the Valley Link project to fund BART capacity improvements in Alameda County that may be identified in a BART-Valley Link MOU? Thank you for your time.

Ms. Lee: The next public comment is from Jerry Pentin.

Mr. Pentin: Thank you. I'd like to thank the Alameda County Transportation Commission for the opportunity to speak today. I'm Pleasanton Councilmember Jerry Pentin. I'm also a board member with LAVTA, but I'm only representing my city today. I did provide a letter of support which will – which echoes my comments I'm going to make.

I'd like to express my strong support for the Tri-Valley San Joaquin Valley Regional Rail Authority's request to amend the 2014 Measure BB TEP. An approval from

ACTC will directly benefit the taxpaying residents of the Tri-Valley. It will connect our Alameda County service workforce and, more importantly, it will help create new jobs as this project progresses. It will also support TOD plans currently underway at proposed stations, adding affordable housing units where they are needed most; and very important to the residents of the Tri-Valley, it will also reduce congestion and improve safety on Interstate 580, ranked as one of the Bay Area's most congested goods movement corridors that serves the Port of Oakland.

With the loss of BART to Livermore, the Valley Link project is vital to Tri-Valley and this TEP amendment is critical to Valley Link. I would also like to note that this request has overwhelming support throughout Alameda County from impacted cities, agencies, and residents. Please approve the Tri-Valley San Joaquin Valley Regional Rail Authority request for a 2014 Measure BB Transportation Expenditure Plan Amendment. Thank you.

Commissioner Haggerty: Madame Chair.

Chair Cutter: Yes.

Commissioner Haggerty: I'm sorry to interrupt. If I just make a comment to those that are speaking, there's a lot of speakers and I'm – to those that are in favor of Valley Link, I'd appreciate it if you would be as brief as possible so that I can make sure that we get to the vote.

Chair Cutter: Right now have somewhere upwards of 20 hands, at least, so thank you for that comment. Alright. Let's continue on.

Ms. Lee: The next public comment is by Linda Smith.

Ms. Smith: Good afternoon. My name is Linda Smith. I am the city manager in the city of Dublin. The city is in full support of the staff recommendation. Valley Link is necessary and will result in considerable benefits to the region. It will remove congestion off 580; it will improve our local economy. It is environmentally-friendly and folks, we are in a housing crisis and this will help the city of Livermore develop two TOD developments

at stations that are likely to create a number of housing units that we desperately need. This, of course, is also helpful in our GHG emission reductions. Again, I support the staff recommendation and I hope you will, as well. Valley Link is a feasible project that we will see in our lifetime. Thank you.

Ms. Lee: The next public comment is by Steven Dunbar.

Mr. Dunbar: Hello. Can you hear me?

Chair Cutter: Yes, we can.

Mr. Dunbar: Excellent. Good afternoon. My name is Steven Dunbar. I wear many hats but today, I am only representing myself. To make it as brief as possible, I'll just say this, because a lot has already been covered. You all know that BART to Livermore [unintelligible: 38:09. Wind interference]. Since that time, the equity situation has really improved. The city of Livermore staff and the LAVTA staff and Valley Link staff have been making serious strides in affordable housing, in station design access, and the stations will also serve low-income populations of Livermore, so I ask for your approval. Thank you.

Ms. Lee: Thank you. The next public comment is by David Kent.

Mr. Kent: Thank you. My name's David Kent. I've been a wine grower in Alameda County for the past 25 years and I'm currently the chairman of the Tri-Valley Conservancy. I think a future speaker is our executive director, who will speak about the letter that TVC has sent in support of Valley Link, so I just wanted to reinforce a point about how Valley Link will protect our urban growth boundaries. Urban growth boundaries need two things to survive. They need infill development, especially around transit centers, and they need mass transit, which allows people to travel between urban centers without destroying open space. And Valley Link is really the key for that in protecting our critical east Alameda County rural farmlands, and we need Valley Link, not urban sprawl, that threatens our urban growth boundaries. Thank you.

Ms. Lee: The next comment is by Hacienda Owners Association. Can you please state your first and last name for the record?

Mr. Paxson: Certainly – can you hear me okay?

Ms. Lee: Yes, we can.

Mr. Paxson: Great. Thank you, Chair Cutter and commission members. My name is James Paxson. I'm the general manager for Hacienda in Pleasanton. I wanted to thank you for this opportunity to speak. We full support the staff recommendation and want to commend staff on the really excellent work that they did in the staff report and again, urge the commission's approval of this item. We have submitted a letter, which you'll find attached in the report, and I won't repeat it; but I did want to kind of emphasize two themes that we had presented in the letter.

First, we're a large, mixed use development in Pleasanton with over 700 employers, and one of the things that we find every time that we talk to employer, when we talk to their employees, when we talk to the residents within our development, or when we talk to our owners and investors, is the importance of mobility. And I can't emphasize that it's not just general mobility. It's being able to have mobility choices and mobility that's both efficient and effective. Valley Link delivers that, and this is an important, key consideration for keeping the economic vitality going in both Hacienda, Pleasanton, and the Tri-Valley as a whole.

The second point I wanted to make is the urgency of this. The time is now to move forward on this project. As Michael Tree pointed out in his presentation, the need for this is growing every day. So with that, thank you for the opportunity again to speak and we do urge the commission's approval of the staff recommendation. Thank you very much.

Ms. Lee: The next –

Chair Cutter: Thank you for your comments.

Ms. Lee: The next public comment is from Mike Wallace.

Mr. Wallace: Oh, hello. Thank you, commissioners. I'm Mike Wallace. I'm a candidate for the BART Board District 5, and I just wish to express my support for the staff recommendation to approve this Measure BB Transportation Expenditure Plan Amendment. Appreciate all your work; you've done a great job. There's a lot more work to be done and I look forward to working with you as we move forward on it. I'll keep it short, as Mr. Haggerty asks, and wish you the best. Thank you.

Ms. Lee: The next public commend is from David Schrombarn [sic]?

Mr. Schonbrunn: Yup. David Schonbrunn. Are you hearing me?

Ms. Lee: Yes, we are, thank you.

Mr. Schonbrunn: I'm president of the Transportation Solutions Defense and Education Fund. We're transit advocates and long-time supporters of the improved rail transit in the Alameda corridor. However, we oppose this project. Roughly half of the correspondence in today's packet is composed of our arguments, both on a policy level and on a legal level, why this vote should not take place today.

I note that today's presentation is a rehash of what's in the Board packet and offers no response to our comments. It's on you if you choose to proceed today without providing a reasoned response. I further note the similarity between this process and the Supreme Court vacancy. Both are occurring shortly before a general election. CTC's membership will change significantly after the election with all of the Tri-Valley mayors retiring. For the same reason, the vast majority of the public believes the court vacancy should only be filled by the newly-elected president, we believe a decision of this magnitude should be left to the next set of commissioners.

We urge this vote be deferred. We have provided a list of what we believe are the predicate steps that need to be taken before a responsible decision can be reached. Thank you.

Chair Cutter: Thank you for your comments.

Ms. Lee: The next comment is from Evan Branning.

Mr. Branning: Hello. Thank you very much for having me. Most of you know me. I've worn a lot of hats and been involved in this process for a while. I actually have a few things I wanted to say but first, I just wanted to address the last commenter's comments about this being a rushed process. I have been involved in it since before AB 758 was even a thing, and AB 758 is three years old now. That means that this process started three years ago, so this has definitely, in my opinion, been a long and deliberative process.

However, the main thing I would like to talk about is that I am a teacher in the Tri-Valley. I'm fortunate enough to live in the Tri-Valley as well as teach here. However, most of my co-workers are not so fortunate, and I'm seeing more and more, as new teachers come into the valley, that they're unable to be – afford living in this area. The price of housing, as we know, in Alameda is unsustainable for teachers as well as other first responders and many others in the service industry. This project is an absolute must, and I strongly, strongly encourage you, please, to move forward on this. It will help provide affording housing, transit-oriented affordable housing, for teachers, first responders, and our service industry at the two sites located in Livermore. It will also connect people, who are unable to afford to teach and work in Oakland and the other parts of Alameda County, who are forced to move farther away, a quicker commute. So I implore you, please do move forward on this. It is absolutely the right thing to do and it is absolutely a moral imperative of this board to help those of us who are struggling. Thank you.

Chair Cutter: Thank you for your comments.

Ms. Lee: The next public comment is from Jas Barring.

Ms. Barring: Hi! Thank you for having me. My name is Jas Barring. I'm a recent college graduate and can relate to the need for affordable transportation options. So I'm a big supporter of the Valley Link project because it will provide an important connection to BART and ACE and really expand the public transit network in the Bay Area and the region. And so Valley Link will also reduce the number of cars on 580 and other roads and highways, which is good for the environment, and I also think it's great that

Valley Link is being planned as a zero-emission train. And thank you again for giving me the opportunity to comment, and I would like to conclude be asking the commissioners to please approve this action. Thank you so much.

Chair Cutter: Thank you for your comments.

Ms. Lee: The next public comment a phone number ending in 4681. Can you please state your name for the record?

Mr. Varela: My name is Noel Varela. Can you hear me?

Chair Cutter: Yes, we can.

Mr. Varela: Good afternoon, commissioners. Thank you for the time for me to speak. I am a field representative of Millwrights Local 102. I support the approval of the 2014 Measure BB TEP Amendment for the Valley Link rail. A little about me: I moved to the San Joaquin County in 2007 and I've travelled over the Altamont into Alameda County for work almost every day. I know a lot of people do this. I felt that I was forced to move to the Central Valley for the affordable housing. Two cars, two trucks later, over a decade has passed with very little done. As the Valley's population grows, the commute gets worse, our environment's condition is worse, the time I spend with my family is less. It's a big problem that many people are facing in the valley. It's a big problem but we have a solution. This solution will help decrease the commuting time. This solution will bring jobs to the valley, and these are head-of-household jobs with an apprenticeship that provides a clear career pathway for our youth. This solution will help the environment. Please be a part of the solution! Approve this amendment! Thank you for your time.

Chair Cutter: Thank you for your comments.

Ms. Lee: The next public comment is from Gerald Cauthen.

Chair Cutter: Mr. Cauthen, it looks like you need to unmute yourself.

Mr. Cauthen: How's that? Can you hear me now?

Chair Cutter: Yes, we can.

Mr. Cauthen: Okay. I am speaking for BATWG, the Bay Area Transportation Working Group, and we have sent a letter to you talking about the issues that cause us to believe this should be delayed. I'm not going to repeat the content. Each of you should have received a copy. However, as of September 9th, 2020 we – many of us watched the presentation very closely on TV and we found that a lot of things are still in a state of flux. Now, most of the letters of support you got came in May of this year. The changes going on on the 9th of September were still major. And our analysis is based not only on that study but also on the feasibility report on the BART to Livermore EIR and several other documents of importance.

Suffice to say, not enough is known about the Valley Link proposal at this time. The ridership projections have not been verified. In fact, because of COVID, it's pretty obvious that they're probably no longer valid. The right – the costs, operating costs especially, but also the capital costs, have not been verified. We heard a lot of confused talk about capital costs on the 9th of September. Nor has there been enough consideration given to at least three alternatives that would better serve the Tri-Valley area than Valley Link would, and I would be happy to go into detail on those, but not here, because I don't have the time. Well, let's see. So I think ACTC should keep its options open. Not to say we're necessarily saying it can't eventually turn out to be okay, but they need to do – ascertain and quantify its value and its costs very carefully and take another hard look at the ridership statistics before 400 million dollars is given to that project all the way up at the front of it. It's been going on for three years, but we're still in the early conceptual engineering phase. So I would say until all the costs are known and available for all to see, and the other uncertainties, we should not approve it now. Thank you.

Chair Cutter: Thank you for your comments.

Ms. Lee: The next public comment is from Adria Anderson-Kelly.

Ms. Anderson-Kelly: Thank you very much. My name is Adria Anderson-Kelly and I am an administrative assistant at Las Positas College in the student life office. I

want to thank the Livermore-Amador Valley Transit Authority for their partnership with Las Positas College and specifically, the Las Positas College student government regarding the assistance of the LPC students regarding the transit pass. Your assistance reduces the concerns and boundaries for our students' financial hardships to find transportation to campus to further their education. As an LPC staff member and transit resident, I agree with Evan Branning's and other public comments regarding the benefits of Valley Link to students, educators, and employees commuting from San Joaquin County to Alameda County. Valley Link will benefit numerous students and staff commuting to LPC from San Joaquin County. The Valley Link will reduce absentee rates due to economic hardships and traffic delays while increasing our students' safety and productivity. Additionally, Valley Link will be invaluable to the commitment to reduce emissions. I ask for the support of the Alameda County CTC commissioners to approve the Measure BB Transportation Expenditure Plan Amendment. Thank you.

Chair Cutter: Thank you for your comments.

Ms. Lee: The next public is from Dan Leavitt.

Mr. Leavitt: Yes. Thank you. Dan Leavitt with the San Joaquin Regional Rail Commission and I'm going to keep my comments really, really brief. The San Joaquin Regional Commission is the owner-operator of the ACE rail service. We support the Valley Link program. We support this amendment. We believe that Valley Link and ACE are very complementary services and we are working in partnership together. This action would ensure that the Valley Link project moves forward and supports the Altamont Corridor Vision our agencies are working jointly to advance, so we encourage your action today.

Chair Cutter: Thank you for your comments.

Ms. Lee: The next public comment is from Antonio Muñoz

Mr. Muñoz: Good afternoon. My name is Antonio Muñoz. I am a field representative for the Northern California Carpenters. I am calling today in support of the Valley Link project. As carpenters, we travel all over the Bay Area and northern California

to work on projects to provide for our families. You know, we build the schools to educate our children, the bridges to help get people to work, and the hospitals to provide care for those in need. Fortunately [sic], you know, many of our members along with thousands of other folks that once lived in the Bay Area have moved to the valley because of the high prices on homes. People are spending more time stuck in traffic and less time with their families. You know, many of my co-workers I have worked with have shared their stories of how they need to be on the road before 5 AM just to make sure they're at work on time. You know, after their 8-hour shift, they get home, maybe have enough time to have dinner, take a shower, spend about a hour or so with their families. And there are thousands of people that are making this sacrifice every day for their loved ones.

The Valley Link would help reduce traffic for those that make that daily commute. It would create good paying jobs that will provide folks with benefits for workers and their families, and it would create opportunities for apprentices, which is going to be the workforce of the future. So as home prices remain high in the Bay Area, and more and more people are being pushed out, traffic's only going to get worse in the coming years. So please take this opportunity to make a difference and support staff recommendation in funding the Valley Link. Thank you.

Chair Cutter: Thank you for your comments.

Ms. Lee: The next public comment is from Catharine Baker.

Ms. Baker: Thank you, Chair Cutter and commissioners. Thank you for your thoughtful consideration and for the very thorough and balanced work that the staff has done; and you've already committed to this issue. I am former State Assemblymember Catharine Baker. I had the honor of representing the 16th Assembly District, including major parts of Alameda County, and I was the author, not only of the language in the bridge toll money that goes towards Valley Link, but of AB 758, which you've heard about today.

First, I just want to completely echo and endorse the merits that have been identified in the staff report that you've heard again and again from other public

commenters today, and I think those reasons alone make this a very smart and appropriate decision and good investment for Alameda County. But I want to highlight two quick points that have not been covered yet. One is that the AB 758, which was a very bipartisan bill – my co-author was a Democratic member from the Central Valley, Susan Eggman. It was supported by members of all parties at local and county and state level and, of course, Governor Brown. It specifically had language in it, in Section 13258, contemplating that funds that would not be able to go to BART for an extension into Livermore would go to Valley Link, so that what Valley Link is, which is a successor project to that original plan to have BART go into Livermore, would continue and succeed. And so it's very consistent with the legislation that garnered so much support and that supports Valley Link; and I think it's also the intent behind Measure BB and the voters who supported it to have a connection or rail connection like this that Valley Link makes possible. And so by honoring the voters who originally passed BB and the legislation that created Valley Link, I think this is a very good decision and I urge adoption of the staff report, and thank you again for your very thoughtful approach to this.

Chair Cutter: Thank you for your comments.

Ms. Lee: The next public comment is from Guisselle Nunez.

Ms. Nunez: Hi. Thank you so much. Can you hear me?

Chair Cutter: Yes, we can.

Ms. Nunez: Thank you so much. My name is Guisselle Nunez. I'm the Director of Public Relations, Marketing, and Government Relations for Chabot-Las Positas Community College District. I would like to submit our public comment on behalf of our chancellor and our board of trustees. Again, to also say what others have already said, that we are in – that we continue to be in support of Valley Link and most importantly, of the Measure BB amendment that is at hand today. As a reminder, our Community College District serves 29,000 students and counting. Our employees and students use public transportation to get to and from their places of work and homes. Our research shows that

our public transportation usage averages 10,000 individual rides per month and nearly 500 students take the bus each business day. Twenty percent of our students take classes at both campuses as well, in Hayward and in – at the Las Positas College Campus in Livermore. We again thank you for your thoughtful consideration of this project and we urge you to support the amendment to this – to the Valley Link. Thank you so much.

Ms. Lee: The next public comment in the queue is from Jason Bezis.

Mr. Bezis: Good afternoon.

Chair Cutter: Hello?

Mr. Bezis: I'm waiting for this clock to start.

Chair Cutter: Yes.

Mr. Bezis: But in any case –

Chair Cutter: Yes. We can hear you.

Mr. Bezis: First of all, I am requesting that you postpone action on this TEP amendment today and I also want to call to your attention, I did submit another letter at 1:45 PM that I want in the record concerning geographic equity. The issue – TEP amendments are very rare. I believe only have been two done since 1986. This is the largest project and keep in mind, this is the marquee project of Measure BB. The letter that I submitted yesterday elaborates issues that must be addressed today if you're going to take action, must be addressed. The amendment text today for the TEP amendment differs substantially from the amendment text that your body considered on May 28, and I should point out, too, that we had difficulty, because the PPLC meeting from November – I mean, September 14th, there are no minutes on line, there's no recording on line. We couldn't tell exactly where this text came from today about the inter- – the initial operating segment. But regardless, we believe this violates PUC 180207 and also implementing Guideline #4 of BB, because a copy of the proposed amendments, of what you're voting today, was not supplied to the all the cities. It's been changed.

Second of all, the vote today has to be two-thirds of the total voting power. In other words, your administrative code section 4.2 – 4.2.7 is invalid. It is inconsistent with the 2010 JPA, so the vote today has to be the total voting power.

Third, AB 758 talks about a connection in the Tri-Valley. If you go with the Southfront station, that's not in the Tri-Valley. Your sponsor actually lacks legal authority to build the project. Benefitting Alameda County, the Altamont Pass segment does not benefit Alameda County. We also point your attention to the *HAPA* case, which your predecessor agency lost in one of your TEP processes and we believe alternatives need to be on the table. The *Save Tara* case needs to be considered, as does the implications for 20 – 2000 Measure D.

And so those are many issues, and I agree – just as with the Supreme Court vacancy, lame ducks shouldn't be voting on this. You have lame ducks in the mayors of the Tri-Valley cities and Mr. Haggerty. Let the next commissioner decide, the next commissioners decide. Thank you.

Chair Cutter: Thank you for your comments.

Ms. Lee: The next public comment is from phone number ending in 6510. [pause] Phone number ending in 6510, if you could please state your name for the record. [pause] I'm going to go ahead and move on to the next comment. The next comment is from phone number ending in 3508. Phone number ending in 3508? If you could state your name for the record?

Ms. Mercier: Good afternoon. This is Laura Mercier, Tri-Valley Conservancy Executive Director. Tri-Valley Conservancy strongly supports the approval of Measure BB Expenditure Plan Amendment. Your vote will fulfill a commitment made to the Tri-Valley to advance the rail connectivity to Livermore and support the economy by providing our Bay Area workforce with a chance to have safe and affordable choices about where they can live and work. That's already been pushed before you. In addition, there'll be a reduction in the vehicle miles travelled, greenhouse gas emissions, and smart growth

will be – this will include a catalyst for smart growth that protects open space, such as like that proposed Isabel Neighborhood Plan is an example. In short, it is vital to our environment, open space, and the quality of life in our community that you approve your staff's recommendations. Thank you.

Chair Cutter: Thank you for your comment.

Ms. Lee: The next public comment is from Rafael Gonzalez.

Mr. Gonzalez: Good afternoon, and thank you all for your time. My name is Rafael Gonzalez, president of Laborers Union Local 304, representing over 15,000 who live and work in the area impacted by the Valley Link and I'm here to speak on behalf of the funding of the project. Aside from the thousands or – I'm sorry. Aside from the environmental benefits, hundreds if not thousands of jobs will be created. We've been already impacted very deeply by the pandemic. California is facing a $54 billion deficit. Many jobs funded by the public funds are in jeopardy. Without the funding from the amendment, Valley Link will be in jeopardy and Valley Link will ensure that the economy keeps moving forward. And I guess that's it. [laughs] Sorry. [laughs] Thank you very much for your time and I urge you to vote in favor of the amendment.

Chair Cutter: Okay. Thank you so much for your comments.

Mr. Gonzalez: Thank you.

Ms. Lee: The next public comment is by a member with the first name, Jim. Can you please state your last name for the record? [pause] First name, Jim, can you please state your last name for the record. [pause] Okay, I'm going to go on to the next comment. The first name is Matt. Can you please state your last name for the record?

Mr. Williams: Williams.

Ms. Lee: Okay. Matt Williams.

Mr. Williams: Good afternoon. My name is Matt Williams, of course. I'm Chair of the Transportation Compact Growth committee of the San Francisco Bay Chapter of the Sierra Club. Before that, among other things, I was a board member of the Alameda

County Congestion Management Agency, the CMA. The Sierra Club remains deeply concerned about the proposed action today and again urges you not to approve it. We have asked you multiple times to conduct a full, fair, and comprehensive study of what would be the highest and best use of 400 million dollars in Alameda County taxpayer funds. The action before you is simply the wrong approach.

Voters approved BART to Livermore as part of the Measure BB package because they knew what it meant. Now you are proposing to override any other options, to just hand over $400 million to an untested organization for a still-undefined project that would primarily benefit residents of San Joaquin County and would degrade transit service to our own Alameda County local riders. This is not fair and it's not wise. SB 375 says people should be able to live and work in their own metropolitan area, here in the San Francisco Bay Area, to cut down on greenhouse gas emissions by, for example, not facilitating inter-regional commuting. The amendment added at the recent PPLC meeting has done nothing to ensure any financial commitment by San Joaquin County to mitigate what Valley Link will do to Alameda County BART riders. Your fiduciary and moral obligation is supposed to be on behalf of Alameda County residents and taxpayers. Please follow through. Again, please reject the recommended action before you today and simply do the right thing. Thank you very much for your consideration. Good afternoon.

Chair Cutter: Thank you for your comments.

Ms. Lee: The next public comment is from John Belperio.

Mr. Belperio: Hi, good afternoon, Chair Cutter and Commissioners. My name is John Belperio with Nor. Cal. Carpenters Regional Council. I'm speaking today, though, wearing my other hat as an executive board member of Alameda County Building and Construction Trades Council. The Construction Trades Council represents thousands and thousands of members in Alameda County as well as in the much larger region. Many of those members work here in Alameda County and a lot of them live here. Even more commute here and those that do live here are being pushed out, due to, you know, the rising

costs in housing. This project is a win-win for everybody. You know, I think our brothers at the Carpenters and Laborers have already made a lot of comments, as well as other electeds have made a lot of comments supporting this, and we support it as well. We want to thank you for all your commissioners' tireless efforts and we believe that you guys have done an amazing job at looking through all of this very carefully and that you're making the right decision supporting the TEP Amendment, and you're doing the right thing. We just want to thank you for that. That's all.

Chair Cutter: Thank you for your comments.

Ms. Lee: The next public comment is from Stephen Spedofwinsky [phonetic]. Stephen Spedofsky [phonetic].

Mr. Spedowfski: Oh, there we go. Can you hear me?

Ms. Lee: Yes.

Chair Cutter: Yes, we can.

Mr. Spedowfski: There we go. Nice try at the last name, very close. My name is Stephen Spedowfski, and today, I'm speaking as a fourth-generation Alameda County resident. I grew up in the San Leandro-Oakland Area. Bayfair BART was my gateway to the Bay Area, so I know the importance of a rail connection to a community. I now live in Livermore and a rail extension to Livermore has been in the works since I was three. That was about 44 years ago. It's time.

I agree with everything that everyone else has said in support and I would appreciate your support for this project. Thank you very much.

Chair Cutter: Thank you for your comments.

Ms. Lee: The next public comment is from Martin Espenoza, Jr.

Mr. Espenoza, Jr.: Good afternoon, everyone. My name is Martin Espenoza, Jr. I'm a union field representative for Piledrivers Local 34 out here in Oakland, California. I'm also a resident of San Joaquin County, so every day, I make that commute over the

Altamont into the Alameda County, day in and day out, five days a week, so I know first hand how bad the traffic can get on a daily basis for us commuters.

So I can only think of positive things that could come from this project, one of them being the quality time you can spend with your family as opposed to being stuck on the Altamont for two to three hours a day. Also, the reduction of emissions, that is going to be a big key going in the future, especially while Governor Newsom was proposing earlier today about the use of gasoline vehicles.

Other things that are very crucial to this project, it's going to bring a lot of great jobs to a lot of our membership. Our membership are the guys that are out there and the gals that are building these bridges, that are going to be driving the pilings, the carpenters that are going to be assembling, and the laborers. A lot of crafts, a lot of membership will be working together, many of which who reside in Alameda County and do that commute every single day. So Local 34 is definitely in favor of this project and I urge you guys to vote in favor of the project as well. Thank you for your time this evening. Have a great day.

Ms. Lee: The next public comment is from Karl Wente.

Mr. Wente: Thank you, Commissioners. Thank you, staff, for Mr. Scott Haggerty. These are my comments. Full support. Full stop.

Chair Cutter: Thank you for your comments.

Ms. Lee: The next public comment is from Timothy Sbranti. [pause] Timothy Sbranti? I'm going to go ahead to the next comment. First name, Jim. There's no last name. If you'd like, can you please state your last name for the record?

Mr. Schmidt: Thank you. My last name is Schmidt. And I want to start with the notion that the discussion today is not on target. It is not a vote for Valley Link. It is a vote on whether the Commission should commit 400 million dollars of Alameda County taxpayer money to this project at this time. And I would address the ladies on the Commission. Everybody knows they're smarter than the rest of us: they're more logical;

better reasoners; better decision-making. If you're going into a dress shop to get an elegant gown, you don't pick the first piece of garment that you see on the rack without knowing its size, its design characteristics. You want to understand what you're buying. That's the case here.

As recently as the early part of this month, this project went through significant changes: change in the alignment, a change in the station locations, in the cost estimates, in the station lengths, uncertainty about whether electric or diesel unit cars, uncertainty about freight relationships and implications of Federal Railway Administration regulation, revised ridership, and revised train lengths. In short, it's way too early to commit money in this state of flux.

So again, I'll speak to the women. They know how to protect their purse as they lock it over their shoulder to prevent theft. You were asked to put up $400 million now with no companion work from your other partners. It's not needed now. The work as funding is going on. Nothing in money – putting this money forward will advance the project now.

Finally, the ridership. You have a single-trick pony in the way the ridership looks. Almost everyone's going to BART. You're not getting any service in San –

Chair Cutter: Thank you for your comments, sir.

Ms. Lee: And the final comment is from Tim Sbranti.

Mr. Sbranti: Yes, hi. I'm sorry about that earlier. Speaking in support on behalf of the Innovation Tri-Valley Leadership Group. We submitted a letter with East Bay EDA and the East Bay Leadership Council. All three organizations see the benefit to Alameda County. As someone who have had privilege of serving on the BB Steering Committee. I want to reiterate that one of the foundational principles of the measure was equity. It has not only included promoting equity and improving service to the underserved, but this also included an equitable distribution of projects across the four planning areas,

including the Tri-Valley. Tri-Valley leaders identified this as a project deserving of support and we hope the Commission will support it today.

We've heard some commenters saying that now is not the time and more study is needed. But for someone insists on talking about study, particularly of bus alternatives, it's worth noting that countless studies have already been conducted over the years, all the way back through the 1990s, of alternatives in this corridor. Particularly buses, which were studied in the original BART to Livermore EIR. Buses and other alternatives significantly underperform in relation to Valley Link. Valley Link has proven to be the superior option with the most riders at 33,000 per day and has the greatest GHG reduction. I'm also happy to note, Valley Link train being planned is a zero-emission train, so it's the superior environmental alternative, in addition to the congestion relief.

Bottom line is this: 30 years of study have been done, drawn out delays. The time for more study is over. The time to act is now. This project facilitates our ability to meet regional targets for providing more affordable housing and is consistent with both the State Rail Plan and the MTC Plan Bay Area 2050. I respectfully request the Commission support the staff and PPLC recommendation and approve the BB Expenditure Plan Amendments. Thank you.

Chair Cutter: Thank you for your comment.

Ms. Lee: That was your last public comment.

Chair Cutter: Okay. Thank you. Well, this, as promised, is an issue that very many people are concerned and are really supportive or have more questions about. However, it's time to take some questions and comments from our colleagues on the board, the fellow commissioners, and just to make sure that we all understand, because this has been an ongoing process as are all things when you're in a planning stage. As you move along, you get more information on different things, and that is really what this is all about, is being able to make sure that we have set up and in place, so more information can come

so we can make sure it is the project that we want, and that is why the money has been safeguarded to make sure that things fall in place before construction can begin.

So with that, I'd like to call on Commissioner Bauters to start off this conversation. Commissioner Bauters?

Commissioner Bauters: Thanks, Madame Chair. I actually, listening to the public comment today, as we mentioned at the outset, there was a considerable amount of written comment addressing – raising concerns. A couple of those things we heard again today and if there are commissioners who have specific questions about those things, I think those things we could address, but I will – I gave a kind of a ten-minute overview last time and we don't need to necessarily revisit all of that unless there are specific questions. I will just say, to a couple of comments about – especially to this last speaker, Mr. Sbranti. I agree with him in that the time to study things has ended on this front. There – BART was provided the opportunity to have this project and – implement and operate this project in the original expenditure plan. They voted that down. They also voted down the alternative, which is what brought Valley Link into this picture in the first place. And to the comments that you don't need to allocate or expend the 400 million dollars now, you actually do in order to draw down other money and have matched; to have a commitment that there's funding here to help bring other types of funding in that's necessary.

The 400 million dollars doesn't cover the cost of this project. It's used to match other funding. It's essentially an opportunity to leverage other sources of money, and so by not having that commitment, that's really foreclosing on the opportunity to do that. I would also note that if it's in the expenditure plan, that provides a seven-year clock to do those things. And so without starting the clock, we just continue to extend the lifespan on this – the project being in front of us as an alternative. There's state legislation that authorizes the Authority to come in and after BART and do this, and that's what they did.

I think there were some legal questions that were raised, and I would defer to Mr. Wasserman, perhaps, to address those, if he is interested.

Mr. Wasserman: The Vice-Chair thinks I should be interested? I am most certainly interested. Yes, thank you. I would appreciate the opportunity, in particular, to respond to Mr. Bezis' letter that was submitted today, I believe. He raises a number of issues in that. I will try to briefly respond to them.

One, he questions whether the notice was actually communicated to the city councils and the board of supervisors, as required. The Amendment was communicated to the mayor and city manager or administrator of each of the cities, which is the normal way of communicating with the cities. I think all of them got that and, of course, all of the cities are represented on this Commission and all of the members of the Board of Supervisors are represented on this Commission. So I think they got full and sufficient notice.

Second, he raises that the language that was added by the committee regarding going to Mountain House as a substantial change. We had looked at that previously. We have looked at it again. It is not a substantial change. It is simply a clarification of what that initial phase was and is fully consistent with the notice that was provided.

Second, he raises a point I must admit I don't fully understand, but that there is some inconsistency on what vote is required and because there is an inconsistency, you can't vote today. I disagree with that. The vote today does require 18 affirmative votes by weighted vote, based on the language of the TEP itself. There is a little bit of inconsistency with the current Administrative Code that the TEP provides and you do need the 18.

Third, he has an excessively convoluted analysis of AB 758, essentially alleging it can only provide something in the Tri-Valley area and not something in San Joaquin. I'm sorry, I suggest that has no basis in law or logic. The name of the Act is the Tri-Valley San Joaquin Valley Regional Rail Authority, and as one of the authors of that has testified to you earlier this aft- [connection freezes.]

Chair Cutter: Zack, you're frozen right now. There you go.

Mr. Wasserman: Sorry. His – I'm unfrozen. Did you hear the analysis on his comments on AB 758?

Chair Cutter: No. Could you repeat those, please.

Mr. Wasserman: Sure. Sorry. He goes into a very complex analysis that I think has no basis in the language or in logic that – but the project can only really be done in the Tri-Valley area. I would note, one, the title of the Authority created by that Act is the Tri-Valley San Joaquin Valley Regional Rail Authority and as you heard earlier this afternoon, one of the authors of that state law clearly expected and the legislature expected that the line would connect to San Joaquin. That was the purpose of creating the Authority.

Third, he raises that the line does – Valley Link does not benefit people in Alameda County. You've heard from staff that's clearly not the case. He's factually wrong.

His fourth item is that geographic balance is as required being reevaluated, and that's a true statement. You'll get analysis by the end of this year. But that does not require you to stop. You've heard from a variety of sources this afternoon, you've heard from staff: this Valley Link is completely consistent with the geographic balance that was part of the initial measure. So again, I think it has no validity.

His next point goes back to the Hayward Planning Area case, which has no relevance at all. That was a case involving Route 238. It was a question of eminent domain and voluntary transfer of property in advance of CEQA being completed. The Court actually concluded it should be done, but that allowed the process to go ahead. But most importantly, it has no relevance to what's happening here.

His next issue is that County Measure D conflicts with or Valley Link conflicts with Measure D. If that were a problem, then it needs to be addressed by the sponsor of Valley Link, the rail agency. But Measure D has an exemption for rail projects, so there is no problem.

His next issue is that alternatives have been reviewed but need to be reviewed farther. BART reviewed them in the EIR. To the extent there are alternatives that

may have to be reviewed in any supplemental CEQA review applying to Valley Link that is different from the EIR that was certified by BART, that will be done; but as you've heard repeatedly, that's a normal part of the process after you approve the kind of amendment represented in what's before you today.

I promise to restrain myself on his last issue, that there are some people who are not standing for re-election and the comparison to choosing a Supreme Court Justice. I will not comment on the comparison. I will simply note that you are lawfully sitting and fully entitled to vote on this amendment. I'm happy to answer any questions.

Chair Cutter: Okay, thank you for that legal synopsis. Right now, we have Commissioner Haggerty. [pause] Who will need to – there you go.

Commissioner Haggerty: I'm getting there. Thank you, Madame Chair. Trying to turn my video on. I'm sure you all want to see me.

I just wanted to just take a second. I'm really not going to like take a lot of time. A lot has been said. I want to first of all thank the committee that this went through earlier and all the supporters in moving this forward. I want to thank all the staff work that's been done. It's been excellent staff work. It's been very methodical and it's been planned to make sure that we don't get in trouble and that everything we do is proper, and I think between our staff and our attorneys, I think that case has been made. And lastly, for me, I just want to thank the Chair and the Vice-Chair. They have spent probably more hours on this item in the last two months than they have governing their own city. And for that, I apologize, because I know how hard you work, but I also want to extend my gratitude to you for that. It's been a lot of work and I know you put a lot of work into this and I just want to say, thank you very much. And with that, when the motion comes up, if I don't hit the second, I would like to at least, you know, be able to ask for your aye vote. Thank you.

Chair Cutter: Okay. Thank you. Commissioner Pilch, please. You'll need to unmute.

Commissioner Pilch: The old double-mute. Thank you.

Chair Cutter: There you go.

Commissioner Pilch: Yeah. Thank you also to the staff and everyone who so worked on this. Appreciate the long hours that have been put in.

I first wanted to address a question that came from the BART staff member – I think a Mr. Menotti – about whether or not any of the $400 million could be used for, I believe I'm probably not going to represent this correctly, but BART congestion issues that might arise from the off-loading of Valley Link trains onto BART, so if staff could answer that one.

Ms. Lengyel: Madame Chair, if I may, as with all projects that we have in our Transportation Expenditure Plan, direct project impacts and mitigations to direct project impacts are allowable as part of Measure BB. So there has to be a direct connection to an impact for the funds to be able to be utilized. As has been mentioned, BART and the San Joaquin Valley – Tri-Valley San Joaquin Valley Regional Rail Authority are working on an MOU to address how those can be identified and addressed.

Commissioner Pilch: So I think the answer is that, yes, if there's a direct impact the – some of the 400 can be used for BART congestion mitigation.

Ms. Lengyel: If it's a direct project impact and you can have the direct – and it's a direct mitigation for the direct project impact, yes.

Commissioner Pilch: Okay. Alright. Thank you for that clarification. I'm going to go ahead and stick my neck out here and talk about some of the concerns I have. First of all, I want to clarify that my concerns are not regionalist. I am looking at this as a project and the merits are the issues with the project itself, not where it's located. But there are land use issues that come up with this.

In the PPLC meeting, I did bring up the fact that I'm concerned about enabling the mega-commute. But as was pointed out by my fellow commission members, there's already the mega-commute and one of the issues here is to off-load the freeways onto the train so we can remove that congestion, because as was pointed out, the freeway is

not only used for commuters, but it's used for goods movement, it's used for people in the Tri-Valley area and I al- – and so I want to put aside that objection for now. It's still a concern, but it's been lowered – the concern's been lowered in my mind. I mean, I do think that to the extent we need to build housing in the Bay Area, yes, we still need to do that and, yes, I think all of our cities are trying to do that. I'm actually leading the charge in my city. We had to remove a voter initiative that passed in the 1970s that six parking spaces per housing unit. We had to remove that by ballot measure. Now, we're going through a specific plan to raise height limits and increase density so that hopefully, we can do our part and more to build housing in my city. I think we're all trying to do that. I don't think our problem with housing and mega-commutes is going to go away any time soon. So I'm going to put away – put aside that concern for now, although I, you know, I think sprawl is a problem and mega-commutes are a problem, and I don't want to have – I don't want anyone to have to make a mega-commute because they have no other choice because they can't afford housing in an area. But that's a complex problem.

I do want to remind people that this does lock us in for many years, until the project either goes forward or does not go forward, and I don't know how many years that could be: five, ten, 15 years. So that is another one of my concerns. I don't have an idea of where the rest of the funding is coming from or if it can come. We – I don't hear a commitment to not use diesel trains. That still is one of the options that was presented, although there were two other hydrogen electric options presented, but I would really like to see diesel taken off, considering the current environment, considering the Governor's recent actions. And I do think it looks bad for this commission that the public cannot easily access previous recordings of our deliberations, and I'm going assume this either is a clerical oversight or this is just a continuation of past practices that I think we ought to change. I think that this commission needs to do more to be – to make that stuff available online, and I'm going to bring that up, I'm going to bring that up again in our meetings.

So I feel that I'm having a difficult time with my yes vote on this, due to my concerns and due to the fact that I don't feel that there is a time rush. The project is moving forward. There's an EIR about to come out, and the – our action tonight will not affect the – it's for construction, which is a long way away, so it will not affect the project moving forward. The project will continue to move forward. Importantly, the EIR will come out and so I'm going to have a real problem with my yes vote if there is not – well, put it this way. I'm going to move – I'm going to make a motion that we delay this vote until the EIR is available. So I'll put that motion on the table and that ends my remarks for now.

Chair Cutter: Okay, thank you. Is there a second for that?

Commissioner Saltzman: I second.

Chair Cutter: Okay, so we do have a motion and a second on the floor. Any more comment? And one thing I just wanted to say Commissioner Pilch, one small bit of your comment was the vote today would start a seven-year clock. That means it wouldn't go on forever, but it's finite at that, and which is one of the reasons you'll hear people starting to talk about it, that we need to do something about it. That's, I know, just a small concern of yours but at least, that one's [unintelligible: 1:35:43],

So, with that, please –

Commissioner Pilch: You're right.

Chair Cutter: Okay. Commissioner Salzman, if you'd like, you have the floor now.

Commissioner Saltzman: Yeah. I'd like to first associate myself with the comments that Commissioner Pilch made and I won't – don't worry, I won't repeat them. You know, I can't vote for this project today but that doesn't mean I'm against this project ever moving forward. I just – I agree, it's not time yet and there really is no urgency, and there's a lot of things still to come on the project. We're not asking for additional studies, but they already have to do studies, and I just want to see the outcome of those, so I think it's appropriate to delay this vote.

I did want to address something that a couple of public commenters brought up, just because, you know, being on the BART Board, I obviously am very familiar with all of the studies that happened with BART to Livermore, all the alternatives, all the discussions we had. And this concept that the bus alternative was inferior, I don't find to be true at all. It's true we couldn't get a majority of the board to vote for that alternative, although there also weren't a majority of the board to vote for the BART alternative, so we were – you know, we were a split board. But to me, it was actually a very good alternative. I wasn't planning to bring it up here today, but since others brought it up and, you know, at the BART board meeting when we decided, we had dozens, maybe 50 or more people show up with anti-bus signs in our crowd and hold them up for hours, and it was really disheartening. One of my more disheartening moments on the BART board.

So just really don't want to disparage other ways of transit. Busses are very important. Bus rapid transit's very important. It's exciting we finally have some in our county and I know we'll be successful and hopefully we can replicate it elsewhere. So that concludes my comments.

Chair Cutter: Okay. Thank you so much. Councilmember – Commissioner Haubert, please.

Commissioner Marchand: Mute!

Commissioner Haubert: Yes. Thank you very much. Thank you very much. With all due respect to my colleagues, I would disagree. The comments made by so many speakers is that this funding is meant to be seed funding to attract additional funding, so it's the perfect opportunity to move ahead. This is a project that has the support of the Tri-Valley for money that is earmarked and deemed for this purpose. I would reiterate comments made by Commissioner Bauters, by Commissioner Haggerty, and I'm sure others on the panel agree, it's time to move ahead. Let's make this happen. Thank you.

Chair Cutter: Okay. Thank you so much for your comment. Vice-Chair Bauters.

Vice-Chair Bauters: Thank you, Madame Chair. I just want to respond to a couple of the comments that have been made. Unusual, maybe, situation to – normally, I'm aligned with my friends from the transit agencies and my fellow environmental conscientious folks like Commission Pilch, and I appreciate their perspective on this.

As I said at the committee, we don't hold any other – we didn't hold any other projects in the Expenditure Plan to the requirement that they had to have an EIR completed or approved prior to being in the plan. In fact, all but – or 19 of the 22 had no EIR. They have seven years to have a fully-vetted and approved environmental clearance and to have a full funding plan. I would note that seven of the 22 items in the Measure BB Plan still do not, five years later, have that. That includes BART's 90 million dollars. They have not done an EIR, they have not come up with an expenditure plan. So to tell a project after the process that was set forth that you've just declined to implement the project and you have voted down as a board the alternatives, and then there is state law that says an approved agency may come in and request this, to then move the needle and say, "We have to wait for your EIR, we have to wait for more time to pass." I think that sets a very dangerous precedent, because at the end of the seven years, an item in the Transit Expenditure Plan that has not completed the things that are required, has to come to this commission and seek a discretionary extension of time of a year. And I just would caution that I think that setting standards that are not in the law out for this amendment is a dangerous precedent, because I'm not quite sure how the agencies would react to being asked why they should get additional time after seven years have passed if they want to have these things be hurdles and clearances now that don't exist in the law and were not approved by the voters as requirements.

Chair Cutter: Okay, thank you. We have another comment by Commissioner Saltzman.

Commissioner Saltzman: Just – I had one clarifying question, but now I have another comment, which is that, you know, we don't amend the Transportation Expenditure

Plan all the time, so this is kind of a unique process anyway. So – but my question is, there was the discussion that Commissioner Pilch brought up and Val Menotti had brought up before, about the BART costs and I just wanted to know – you know, the response was that if there's a direct cost, that that could be paid for. What determines whether it's a direct cost? Does that need to be identified in the EIR? How does that determination get made?

Ms. Lengyel: That is something that will be outlined in the MOU around the development of the project. There will have to be a lot of work between BART and the Valley Link Board to determine how the projects interline and to identify what sort of impacts or implications there are on the project. Those wouldn't – the EIR is not going to get to that level of detail. You have to get down to design level analyses to be able to look at the actual direct impacts for affecting the BART system. So similar to all other projects that have to mitigate the impacts, this project will also be required to mitigate impacts.

Commissioner Saltzman: So what is laid out in the MOU and agreed to between BART and Valley Link, the commission staff would see that as direct costs or is – I'm just trying understand if there's another hurdle. Or is that –?

Ms. Lengyel: That has not been figured out yet. BART and Valley Link are working on that MOU right now.

Commissioner Saltzman: I understand that.

Ms. Lengyel : They don't have it established.

Commissioner Saltzman: I'm very aware of that. I talk to staff about it frequently.

Ms. Lengyel: Mm-hmm.

Commissioner Salzman: I'm trying to understand how the Transportation Commission staff is going to interpret what a direct cost is.

Ms. Lengyel: We're going to look at what the project is. There's a lot of detail that needs to be done. So for example, moving the express lanes is a direct impact on the express lanes in this project. Whatever the effect is in bringing BART and Valley Link

together in terms of an infrastructure effect will need to be identified and addressed through the engineering process. And so that is – we'll have to go through that process to identify what those effects are. And I'll note that the $400 million is not the only funding that will be needed for this project. There will be other funds that will be needed. As you saw for even the initial operating segment, it costs $2 billion and so Measure BB funds certainly wouldn't even be able to fund that full initial operating segment. So it's not only BB funds but it would be other funds that would need to be utilized to address impacts of the project.

Commissioner Saltzman: Alright, thank you.

Chair Cutter: Alright, thank you. Commissioner Pilch, please.

Commissioner Pilch: Yeah, thanks. I just want to quickly clarify my intention here. It's not my intention and I'm not stating that this project has to wait for the EIR for our approval. But I'm suggesting, since I've been told the EIR's just around the corner, that we postpone the vote for the month or two in order for that to be available so that we can be more comfortable, and I also want to clarify that I don't oppose the project, but my motion to delay for a short time. Thank you.

Chair Cutter: Okay, thank you, Commissioner. Commissioner Arreguin.

Commissioner Arreguin: Thank you very much. Well, I want to put this into context, and these were comments I had made at the PPLC. Fortunately today, our skies are blue and we don't have ash falling from the sky, but it wasn't too long ago that the skies were orange and ash was falling from the sky. And that is a direct result of climate change, and we know that fire season is not just a few months in the summer. It's year round. The best play for us to combat climate change is to get cars off the road, to get people on transit, to reduce vehicle miles travelled, and reduce greenhouse gas emissions.

We also have regional goals, which we must meet. Under SB 375, our region must achieve a 19 percent reduction in GHG, and this is a critical project for our region to achieve our GHG reduction goals. The slide that Mr. Tree had presented showing the significant increase in trips over the Altamont into Alameda County, I think just indicates

the benefits of getting those cars off the road, getting them onto Valley Link, making those connections so people can get to and from job centers in the East Bay to San Joaquin Valley.

We have to recognize that with rising housing costs, more people are moving out of our region and we have to plan for the mega-region, and this is also a very critical corridor for goods movement, which is important for our counties' economic goals, as well. As president of ABAG, I want to emphasize that this project isn't going to be included in the Regional Transportation Plan and was actually moved to the first phase, because this project is already well-positioned for funding and moving forward with the first phase.

I want to thank Commissioner Bauters and Chair Cutter for their work over the past few months in crafting this amendment to the Expenditure Plan, to make it clear that this is for a specific segment that is going to serve Alameda County, and to be clear about what segment is.

And just in closing, you know, as was noted, over the past few decades, the voters in the Tri-Valley have voted for tax measures with hopefully the promise of having rail to serve the Tri-Valley. And BART to Livermore is not happening. This is a way to fulfill that goal of achieving rail to the Tri-Valley, to further connect our region, to further get cars off the road, and to address our broader environmental goals.

I'm from Berkeley. I'm not from the Tri-Valley. But I see the overall regional benefit that this project has economically, and also to achieve our climate goals. And that's why I support the project and I look forward to voting for the motion. Thank you.

Chair Cutter: Okay, thank you. Commissioner Valle, please.

Commissioner Valle: Thank you, Madame Chair. I'd like to make a substitute motion that we move the staff recommendation to amend the Measure BB Transportation Expenditure Plan and add Valley Link.

Commissioner Haggerty: Second.

Chair Cutter: Okay. Thank you. Okay, so we do have a second motion, but I'd like to go ahead and – oops, there is our last commenter, just – so any more comments from the commission? And I'm not seeing any, so that means we vote on our second motion – oop, Marilyn, are you waiting?

Commissioner Ezzy-Ashcraft: Yes. [chuckles] Because the quickest thing I could do while I unmuted. Just as part of discussion of Commissioner Valle's motion: to the point that Commissioner Pilch raised about eliminating diesel as one of the options for the trains, can staff comment on that? Please?

Ms. Lengyel: I'd like to ask Michael Tree, who's the executive director of Valley Link, to address the technology proposed for the project.

Commissioner Ezzy-Ashcraft: Thank you.

Mr. Tree: So the technology being evaluated in the EIR includes hybrid diesel, electric, and it also includes electric battery, which was the catenary line in the Altamont, and then battery power in the 580 section and in the San Joaquin section, so a zero-emission train. And then likewise, we're working really diligently behind the scenes to see the potential for hydrogen. So in the EIR is being studied zero-emission with the catenary battery option.

Commissioner Ezzy-Ashcraft: And with what you know to date, Mr. Tree, are any of these options, you know, gaining traction ahead of others? Is there a favored alternative or is it too early to say?

Mr. Tree: I think it's too early to determine which, but it's absolutely obvious from the board's direction and from the work that we've done at the staff level, that we're looking for a zero-emission train.

Commissioner Ezzy-Ashcraft: Thank you.

Chair Cutter: Okay. I believe our last commenter would be Commissioner Marchand.

Vice-Chair Bauters: You're on mute.

Commissioner Marchand: Okay, great. Thank you. I've been on this commission for over eight years and one of the things that I've heard over and over again are the w- – the concepts of equity and connectivity. More recently, we've heard about transit-oriented development and affordable housing. I can't think of any project we've considered over the last eight years that meets all of those objectives more than Valley Link. We've heard from commuters, from elected officials, from leaders in medicine and education. We've heard from the Bay Area Council, who originally conceived of BART and now, the Bay Area Council supports Valley Link. We've heard from chambers of commerce, entrepreneurs, employers, business leaders, people that are looking for workers. We've just heard from Lawrence Livermore National Laboratory and they've been called the smartest square mile on earth. They support Valley Link. Collectively, they represent hundreds of thousands of people and they support Valley Link.

Fifty years ago, Livermore voters were promised rail transit in the Tri-Valley, and Livermore residents have been paying for it ever since. We've never gotten it. We agree: the time has come, and I urge my fellow commissioners to keep the promise that was made to the voters back in 1962 and again in 2014. Move the 400 million dollars into Valley Link rail transit along the 580 corridor so that we can stop talking about congestion along 580 and finally solve it.

So thank you, thank you for your support and let's move this ahead.

Chair Cutter: Okay. Thank you. So I see that was my last commenter on the subject. We will now entertain the substitute motion that was made by Commissioner Valle, seconded by Commissioner Haggerty, to accept the staff approval as is. Can we have a roll call vote on that?

Ms. Lee: Yes. Commissioner Arreguin.

Mr. Arreguin: Yes.

Ms. Lee: That is a yes from Commissioner Arreguin. Commissioner Carson.

Commissioner Carson: Yes.

Ms. Lee: That is a yes from Commissioner Carson. Commissioner Cox.

Commissioner Cox: Yes.

Ms. Lee: That is a yes from Commissioner Cox.

Commissioner Dutra-Vernaci.

Commissioner Dutra-Vernaci: Aye.

Ms. Lee: It's an aye from Commissioner Dutra-Vernaci.

Commissioner Ezzy Ashcraft.

Commissioner Ezzy-Ashcroft: Aye.

Ms. Lee: It's an aye from Commissioner Ezzy-Ashcroft. Commissioner Freitas has not joined the call. Commissioner Haggerty.

Commissioner Haggerty: Yes.

Ms. Lee: That's a yes from Commissioner Haggerty.

Commissioner Halliday.

Commissioner Halliday: Yes.

Ms. Lee: It's a yes from Commissioner Halliday. Commissioner Haubert.

Commissioner Haubert: Yes.

Ms. Lee: That's a yes from Commissioner Haubert. Commissioner Kaplan.

Commissioner Kaplan: Yes.

Ms. Lee: That is a yes from Commissioner Kaplan.

Commissioner Marchand.

Commissioner Marchand: Yes.

Ms. Lee: It's a yes from Commissioner Marchand. Commissioner McBain.

Commissioner McBain: Yes.

Ms. Lee: It's a yes from Commissioner McBain. Commissioner Mei.

Commissioner Mei: Yes.

Ms. Lee: It's a yes from Commissioner Mei. Commissioner Miley.

Commissioner Miley: Yes.

Ms. Lee: It's a yes from Commissioner Miley. Commissioner Ortiz.

Commissioner Ortiz: The AC Transit Board directed me to vote no. So I'm voting no.

Commissioner Haggerty: They'll love ya.

Commissioner Ortiz: [laughs] I do, too. [laughs]

Ms. Lee: That is a no from Commissioner Ortiz. Commissioner Pilch.

Commissioner Pilch: Abstain.

Ms. Lee: That is one abstention from Commissioner Pilch.

Commissioner Saltzman.

Commissioner Saltzman: No.

Ms. Lee: It's a no from Commissioner Saltzman. Commissioner Thao.

Commissioner Thao: Yes.

Ms. Lee: It's a yes from Commissioner Thao. Commissioner Thorne.

Commissioner Thorne: Yes.

Ms. Lee: It's a yes from Commissioner Thorne. Commissioner Valle.

Commissioner Valle: Yes.

Ms. Lee: That's a yes from Commissioner Valle.

Commission Vice-Chair Bauters.

Vice-Chair Bauters: Aye.

Ms. Lee: It's an aye from Vice-Chair Bauters. Commission Chair Cutter.

Chair Cutter: Aye.

Ms. Lee: That's an aye from Commission Chair Cutter, and the motion passes.

Commissioner Marchand: Yes! Thank you all.

Chair Cutter: Thank you.

Commissioner Marchand: Thank you! Well done! [clapping] Great work!

Chair Cutter: I appreciate both everybody's just really attention to this item, keeping it – the attention on the item and not drifting far afield, and I'm just really trying for everyone to do their homework and learn about it and so forth. So with that, I'm sure this isn't the last we're going to hear about this and as more information comes, we'll make sure that we share that promptly. So thank you for this item. And then I sometimes take over the clerk's job in moving us right along, but I'll let her do it.

Commissioner Haggerty: Madame Chair, again, I just want to thank everybody. I want to thank you and, you know, I think that we, we kind of hijacked Bauters' [sic] motion but I can't thank him enough for the work that he's done along with you in getting this right. So just, sorry, I just want to thank y'all.

Chair Cutter: As long as you're thanking me, Scott, I'll take it. So, alright. Let's move on.

END OF CONSIDERATION OF ITEM 7.1

CERTIFICATION

I, Jason Mundstuk, certify the following: I am a professional transcriptionist with 20 years experience that includes legal, medical and forensic transcriptions. I have extensive experience in preparing deposition summaries. I am a citizen of the United States. I am over 18 years of age. My business address is 5500 College Avenue, Oakland, CA 94618 dba Randy Black & Associates. This transcript was prepared from the video recording posted on the official site of the governing body.

I declare under penalty of perjury that I have truly, accurately, and completely transcribed the recording provided to me to the best of my ability and that the transcript is provided above. I further guarantee the confidentiality of this material.

Electronically signed on this day, the 28th of December, 2022, in the County of Alameda, California.

Jason Mundstuk



Randy Black & Associates
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Phone: 510-652-3717
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ALAMEDA County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

Alameda CTC Commission Agenda
Thursday, April 22, 2021, 2:00 p.m.

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at vlee@alamedactc.org by 5:00 p.m. the day before the scheduled meeting. Submitted comments will be read aloud to the Commission and those listening telephonically or electronically; if the comments are more than three minutes in length the comments will be summarized. Members of the public may also make comments during the meeting by using Zoom's "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can use "Star (*) 9" to raise/ lower your hand. Comments will generally be limited to three minutes in length, or at the discretion of the Chair.

Chair:	Pauline Russo Cutter, Mayor City of San Leandro	Executive Director:	Tess Lengyel
Vice Chair:	John Bauters, Councilmember City of Emeryville	Clerk of the Commission:	Vanessa Lee

Location Information:

Virtual Meeting Information:	https://zoom.us/j/95685564810?pwd=Vk5XSTY1cTZUWGk4M1ZCMVRFMzd3UT09 **Webinar ID:** 956 8556 4810 **Password:** 382774
For Public Access Dial-in Information:	**1 (669) 900 6833** **Webinar ID:** 956 8556 4810 **Password:** 382774

To request accommodation or assistance to participate in this meeting, please contact Vanessa Lee, the Clerk of the Commission, at least 48 hours prior to the meeting date at: vlee@alamedactc.org

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

5. Executive Director Report

6. Consent Calendar **Page/Action**

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

6.1.	Approve March 25, 2021 Commission Meeting Minutes	1	A
6.2.	I-580 Express Lanes Operations Update	7	I
6.3.	Southern Alameda County Rail Study (SoCo Rail) Update	27	I
6.4.	South Bay Connect Project Update	31	I
6.5.	Approve Measure B, Measure BB and Vehicle Registration Fee Programs Update and Interim Policy Updates	39	A
6.6.	Approve Contract Amendment for E. 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project	51	A
6.7.	Approve actions associated with the Construction Phase of the I-80 Gilman Interchange Improvements Project	67	A
6.8.	Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments	79	I
6.9.	Approve the Professional Services Agreement (A21-0025) with Nelson\Nygaard Consulting Associates for Paratransit Coordination Services	85	A
6.10.	Approve administrative amendment to Alameda CTC agreement (A16-0027) in support of the Alameda CTC Affordable Student Transit Pass Program (STPP)	89	A
6.11.	Approve the State Transit Assistance (STA) County Block Grant Program Distribution Formula for Fiscal Years 2021-22 and 2022-23	93	A

7. Community Advisory Committee Written Reports (Report Included in Packet)

7.1.	Paratransit Advisory and Planning Committee	103	I

8. Planning, Policy and Legislation Committee Meeting

The Planning, Policy and Legislation Committee approved the following action item, unless otherwise noted in the recommendations.

8.1.	Affordable Student Transit Pass Program Update	117	I
8.2.	Federal, state, regional, and local legislative activities update	121	I/A

9. Zero-Emission Drayage Truck and Infrastructure Pilot Program

9.1.	Approve Grant Matching Funds for Hydrogen Fuel Drayage Trucks and Fueling Pilot Program	131	A

10. Commission Member Reports

11. Adjournment

Next Meeting: May 27, 2021

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda, submit an email to the clerk or use the Raise Hand feature or if you are calling by telephone press *9 prior to or during the Public Comment section of the agenda. Generally public comments will be limited to 3 minutes.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the website calendar.

ALAMEDA County Transportation Commission

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Memorandum 6.5

DATE:	April 15, 2021
TO:	Alameda County Transportation Commission
FROM:	Vivek Bhat, Director of Programming and Project Controls John Nguyen, Principal Transportation Planner
SUBJECT:	Approve Measure B, Measure BB and Vehicle Registration Fee Programs Update and Interim Policy Updates

Recommendation

It is recommended that the Commission approve the Measure B, Measure BB, and Vehicle Registration Fee Programs and Interim Policy Updates.

Summary

Alameda CTC is responsible for administering local funds collected from the 2000 Measure B and 2014 Measure BB transportation sales tax programs, and the 2010 Vehicle Registration Fee (VRF) Program. The programs generate over $320 million annually to support capital transportation improvements, roadway maintenance, transit, and paratransit operations within Alameda County.

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

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

This is a DLD and discretionary programs status update that includes a discussion on the DLD program historical revenues, geographic funding equity distribution methodologies, and staff recommendations to modify DLD policies and implementation guidelines to respond to the Coronavirus (COVID-19) impacts on Alameda County's transportation needs. Alameda CTC staff recommends a one-year extension to the DLD timely use of funds policy requirements, and temporary modification to the Seniors and People with Disabilities (Paratransit) implementation guidelines to expand expenditure eligibilities on essential transportation services.

Background

Direct Local Distributions (DLD) Programs Update

The Measure B and Measure BB sales tax, and Vehicle Registration Fee (VRF) Programs provide a significant funding stream for transportation improvements throughout Alameda County. Over half of all revenues generated are distributed to the local cities, transit agencies, and the county as "Direct Local Distributions" (DLD) to be used for locally identified and prioritized transportation improvements.

From the start of the 2000 Measure B, 2010 VRF, and 2014 Measure BB programs through the end of Fiscal Year (FY) 2019-20, Alameda CTC distributed approximately $1.6 billion in DLD funds to local recipients. Alameda CTC estimates an additional $157 million in DLD funds for FY 2020-21 (Attachment A – Historical Direct Local Distributions by Fund Program).

The DLD funds are distributed to eligible jurisdictions per a prescribed formula in the respective voter approved Transportation Expenditure Plans. DLD recipients include the fourteen incorporated cities in Alameda County, County of Alameda, and five transit agencies (Alameda-Contra Costa Transportation Authority, Bay Area Rapid Transit District, Livermore Amador Valley Transportation Authority, San Francisco Water Emergency Transportation Authority, and the San Joaquin Regional Rail Commission).

Measure B/BB DLDs are flexible funding sources that allow Alameda CTC and local jurisdictions to address a variety of countywide transportation needs from traditional roadway maintenance, infrastructure repair, bicycle/pedestrian enhancements, transit operations, to the implementation of large capital improvement projects.

Alameda CTC requires DLD recipients to submit separate annual Audited Financial Statements and Program Compliance Reports that summarize the DLD recipients' fiscal year's financials, expenditures, fund balances, and program achievements to monitor program compliance. The reports for the FY 2019-20 reporting period (July 1, 2019 through June 30, 2020) were due at the end of December 2020 and are currently under review by Alameda CTC staff and the Independent Watchdog Committee (for Measure B/BB programs). In June 2021, the Commission will receive a full Annual Program Compliance Summary Report that includes the summary of recipient expenditures and accomplishments.

Measure BB DLD Distribution Analysis

The 2014 Measure BB Transportation Expenditure Plan (2014 TEP) requires Alameda CTC to perform a periodic geographic equity analysis to ensure Measure BB funds are distributed in accordance with TEP requirements. The Measure BB DLD program represents 53.55% of the annual net revenues generated from the sales tax program.

Per the 2014 TEP, the DLD funding formula is to be consistent with the 2000 Measure B Transportation Expenditure Plan distribution formula methodology for each DLD program as follows:

1. Transit Program: TEP identified percentages to each transit agency.

2. Local Streets/Roads: Jurisdiction's (50%) population and (50%) lane miles share within their respective planning area.

3. Bicycle/Pedestrian: Jurisdiction's population share of the total population.

4. Paratransit: TEP identified percentages to AC Transit and BART, and city shares based on the jurisdiction's eligible age population share within their respective planning area.

The DLD distribution formula parameters takes into consideration the diverse population spread within Alameda County, and each program formula parameter is derived based on commonly used industry formula factors.

The Measure BB DLD programs represents the majority of entire 2014 TEP investments, and serves to maintain the overall 2014 TEP distributions to all jurisdictions by planning area population. Alameda CTC will continue to distribute Measure BB DLD program funds based on the TEP formulas, to maintain the distribution balance and to provide DLD recipients the immediate ability to address their local community's transportation needs.

Interim DLD Policy Updates Recommended Due to Coronavirus Impact

The COVID-19 pandemic has altered the sales tax and VRF program revenues, available local staff resources, and reshaped near-term transportation needs. In response, on June 25, 2020 the Commission approved interim policy changes to DLD program requirements that granted an extension to the DLD Timely Use of Funds requirements and expanded expenditure eligibilities for the Seniors and People with Disabilities (Paratransit) Program through June 30, 2021. In consideration of the continuing COVID-19 impact in Alameda County and the need for essential transportation services, staff recommends extending the previously approved provisions, and expanding the Paratransit DLD program use of funds eligibilities, as described in detail below.

- Timely Use of Funds: Staff recommends a one-year extension of the current timely use of funds policy requirements to provide DLD recipients additional time to draw down their fund balances. Under the current policy, Alameda CTC monitors fund balances against the current Alameda CTC's Timely Use of Funds Policy in which the policy states that DLD recipients shall not carry an ending fund balance greater than 40 percent of their DLD funds received for

that year, for four consecutive years, starting with FY 2016-17. DLD recipients originally had to meet this policy with FY 2019-20 ending balances until the Commission granted an additional year (FY 2020-21) last June due to the COVID-19 impacts.

At this juncture, all recipients are currently in compliance with this policy, however, given the past year of recipients reprioritizing resources during the COVID-19 environment, staff recommends a second one-year extension. This would provide recipients the opportunity to strategize expenditures to meet the policy requirements with FY 2021-22 ending balances. Alameda CTC will continue to review potential modifications to Timely Use of Funds Policy to ensure the policy is feasible and effective at achieving the intended goal of encouraging the expeditious use of DLD funds.

- Meal Delivery Program Cost Eligibilities: Staff recommends a continued one-year extension of meal delivery program eligibility under the Seniors and People with Disabilities (Paratransit) Program Implementation Guidelines for FY 2021-22. Last June, the Commission approved an interim change to the Implementation Guidelines to allow any DLD Paratransit fund recipient the option to use their DLD funds for transportation costs related to meal delivery program operations for FY 2020-21. Previously, the Implementation Guidelines limited eligibility to DLD recipients with previously established programs.

  This extension will allow all DLD recipients the option to use their DLD Paratransit funds for transportation costs related to meal delivery program operations, which have become a critical service priority for seniors and people with disabilities within Alameda County.

- Same-Day Transportation Services and Specialized Accessible Van Service Cost Eligibilities: Staff recommends an additional interim change to the Seniors and People with Disabilities (Paratransit) Program's Implementation Guidelines to reduce the minimum age eligibility requirement from 70 to 60 years old for Same-Day Transportation Services and Specialized Accessible Van Service for trips to receive the COVID-19 vaccine for all programs. Some programs had grandfathered clauses allowing the 60-year age requirement. This change would allow this eligibility across all city-based programs. This change expands the transportation service options to COVID-19 vaccination sites for a larger at-risk age group and population who may be experiencing mobility limitations due to age and disability during COVID. DLD use of fund eligibility for this age group and transportation services are recommended with an effective date of March 1, 2021 through June 30, 2022 to coincide with recent rollouts of the vaccination program.

Staff will bring forward additional recommendations to modify or extend these policies beyond FY 2021-22 as required.

Discretionary Programs

Alameda CTC also distributes discretionary Measure B, Measure BB, and VRF funds for bicycle/pedestrian, transit, paratransit, freight, technology, and community development related projects. Discretionary funds are awarded to Project Sponsors on a competitive basis. Successful applicants are required to enter into project funding agreements with Alameda CTC and funds are paid on a reimbursement basis upon successful completion of the agreed upon scope of work.

To streamline the programming and allocation of discretionary program funds, Alameda CTC consolidated the programming of all Alameda CTC administered funds into one single process and document known as the Comprehensive Investment Plan (CIP). A CIP covers a five-year programming horizon with the first two-years of funding allocated and available for immediate use by the Project Sponsors. Alameda CTC's programming and allocation process considers project sponsor's readiness, leveraging of external funds, project needs, performance, and equity across Alameda's CTC administered funds.

Since the last Commission approved CIP in May 2020, the Alameda CTC released several funding opportunities that will be consolidate and recommended for inclusion to the 2022 CIP expected this May 2021. This includes:

1. Measure B Bicycle/Pedestrian COVID-19 Rapid Response Grant Program
   On November 19, 2020, the Commission approved $904,000 In Measure B Bicycle/Pedestrian Countywide Discretionary funds to support thirteen (13) transportation access improvements projects to business and community areas. Recipients are required to complete the quick-build projects by the end of March 31, 2021.

2. 2022 CIP Measure B, VRF, TFCA Call for Projects
   On December 7, 2020, Alameda CTC released the 2022 CIP call for projects with a total programming capacity of $26M consisting of $23M from Measure B and VRF funds, and $3M from the Transportation for Clean Air Program. Available funding will be prioritized towards bicycle/pedestrian and transit improvements that can be implemented and/or demonstrate construction readiness within the first two years of the 2022 CIP (FY 2021-22 and 2022-23).

   On February 1, 2021, Alameda CTC received thirty-five (35) applications requested approximately $38M for range of bicycle/pedestrian and transit improvements (Attachment B – 2022 CIP Application Summary). Alameda CTC staff is currently reviewing and evaluating the applications.

3. Safe Routes to School Mini-Grant Program
   On February 4, 2021, Alameda CTC released a non-competitive, formula-based call for projects for the Alameda CTC's Safe Routes to Schools (SR2S) Mini-Grant Program. The program includes $1.7M in Measure B/Congestion

Management Agency Transportation Improvement Program (CMATIP) funds for the implementation of recommended improvements from School Site Assessments. The aim is to enhance the travel conditions for pedestrians, cyclists, and transit riders traveling to and from school in Alameda County. Alameda CTC received eleven (11) applications requesting approximately $1.5M, which are currently under review to confirm program eligibility (Attachment C – SR2S Mini-Grant Application Summary).

In May 2021, Alameda CTC will present the 2022 CIP to the Commission which will include the consolidation of approved programming actions since the last CIP update, and additional programming recommendations from the 2022 CIP and SR2S funding opportunities. No action is required at this time related to the discretionary programs update.

Fiscal Impact: There is no fiscal impact from the requested actions.

Attachments:

A. Historical Direct Local Distributions by Fund Program
B. 2022 CIP Application Summary
C. SR2S Mini-Grant Application Summary

Measure B/Measure BB/Vehicle Registration Fee

Historical Direct Local Distributions[1]

Fiscal Year	Measure B	Measure BB		Total
FY 01/02	$12,006,000			**$12,006,000**
FY 02/03	$49,455,451			**$49,455,451**
FY 03/04	$53,086,000			**$53,086,000**
FY 04/05	$54,404,793			**$54,404,793**
FY 05/06	$59,357,051			**$59,357,051**
FY 06/07	$61,176,456			**$61,176,456**
FY 07/08	$62,543,374			**$62,543,374**
FY 08/09	$54,501,184			**$54,501,184**
FY 09/10	$50,808,873			**$50,808,873**
FY 10/11	$56,693,936		$527,810	**$57,221,746**
FY 11/12	$60,556,173		$6,978,012	**$67,534,185**
FY 12/13	$64,812,051		$6,877,080	**$71,689,131**
FY 13/14	$66,662,145		$7,221,595	**$73,883,740**
FY 14/15	$69,516,036	$13,429,323	$7,369,866	**$90,315,225**
FY 15/16	$72,008,976	$69,875,475	$7,421,869	**$149,306,320**
FY 16/17	$74,971,061	$72,194,974	$7,452,819	**$154,618,854**
FY 17/18	$81,030,004	$78,118,871	$7,429,111	**$166,577,986**
FY 18/19	$87,708,370	$84,886,228	$7,601,315	**$180,195,912**
FY 19/20	$81,490,405	$78,839,935	$7,394,401	**$167,724,741**
FY 20/21[2]	$76,052,893	$73,796,184	$6,840,000	**$156,689,077**
Total	**$1,248,841,232**	**$471,140,990**	**$73,113,878**	**$1,793,096,099**

Notes:

1. Distributions are from the fiscal year start of each respective funding program, July 1 to June 30.
2. Alameda CTC Direct Local Distribution Projections for Fiscal Year 2020-2021.

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2022 Comprehensive Investment Plan Application Submittals (2/1/21)

Sort by Sponsor

No.	Organization Name	Application Title	Amount Requested	Total Project Cost
1	Alameda County Public Works Agency	Anita Avenue Streetscape Improvements	$ 2,000,000	$ 5,550,000
2	Alameda County Public Works Agency	East Lewelling Blvd Streetscape Improvements Phase II	$ 1,950,000	$ 9,233,000
3	Alameda County Public Works Agency	Mission Boulevard Phase III Corridor Improvements	$ 1,950,000	$ 30,943,000
4	Alameda-Contra Costa Transit District	Oakland Traffic Management Center	$ 375,000	$ 500,000
5	Alameda-Contra Costa Transit District	Quick Builds	$ 954,000	$ 1,272,000
6	Alameda-Contra Costa Transit District	Tempo Quick Build Transit Lane Delineation	$ 300,000	$ 400,000
7	City of Alameda	Cross Alameda Trail Gap-Closing Connectors	$ 292,000	$ 450,000
8	City of Albany	Lower Codornices Creek Restoration Project Phase IV	$ 825,084	$ 1,445,603
9	City of Berkeley	Adeline Street Transportation Improvements	$ 495,000	$ 660,000
10	City of Berkeley	Ohlone Greenway Modernization & Safety	$ 1,271,000	$ 1,696,000
11	City of Berkeley	Telegraph Avenue Multimodal Corridor	$ 290,000	$ 460,000
12	City of Dublin	Downtown Dublin Streetscape Plan Implementation	$ 267,040	$ 356,054
13	City of Dublin	Safe Routes to School Improvements Dublin	$ 2,000,000	$ 5,311,228
14	City of Dublin	Tassajara Rd Widening from N. Dublin Ranch Drive to City Limit	$ 1,995,040	$ 8,216,000
15	City of Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	$ 2,000,000	$ 16,803,000
16	City of Emeryville	Emery Go-Round Operating Expenses (FY2022-FY2026)	$ 2,000,000	$ 21,635,086
17	City of Emeryville	Village Greens and Greenways Program Shared Doyle Street (Phase 3)	$ 385,000	$ 385,000
18	City of Fremont	East Bay Greenway Trail Study (City of Fremont)	$ 100,000	$ 200,000
19	City of Fremont	Fremont Boulevard/Grimmer Boulevard Improvement Project	$ 1,415,000	$ 2,124,000
20	City of Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	$ 1,271,000	$ 1,865,000
21	City of Livermore	First and Scott Street Crossing Improvements	$ 292,500	$ 390,000
22	City of Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	$ 322,500	$ 430,000
23	City of Newark	Cherry Street Class IV Separated Bikeways	$ 453,000	$ 755,000
24	City of Oakland	14th Street Complete Streets Project	$ 1,000,000	$ 14,031,998
25	City of Oakland	East Bay Greenway Segment II	$ 1,000,000	$ 5,740,000
26	City of Oakland	West Oakland Transit Improvements	$ 1,924,000	$ 2,697,000
27	City of Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	$ 867,000	$ 1,156,000
28	City of San Leandro	Class IV Protected Bike Lanes on Hesperian Boulevard and on Fairmont Drive	$ 1,479,000	$ 1,983,000
29	City of San Leandro	LINKS Shuttle	$ 1,180,000	$ 4,232,000
30	City of San Leandro	MacArthur Boulevard Roundabout, Streetscape, and Park & Ride	$ 1,500,000	$ 3,613,000
31	City of Union City - Union City Transit	Union City Electric Bus Infrastructure	$ 1,500,000	$ 2,000,000
32	Livermore Amador Valley Transit Authority	Atlantis O&M Facility Bridging Documents	$ 541,000	$ 902,000
33	Livermore Amador Valley Transit Authority	Passenger Facilities Enhancements	$ 2,000,000	$ 2,918,000
34	San Joaquin Regional Rail Commission	Newark-Albrae Siding Connection Project	$ 2,000,000	$ 9,800,000
35	University of California, Berkeley	Ultra Light Rail Freight and Transit Feasibility Study	$ 100,000	$ 200,000
		TOTAL	**$ 38,294,164**	**$ 160,352,969**

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Alameda County Transportation Commission

Safe Routes to School Mini-Grant Program

Application Summary

No.	Project Sponsor	Project Title	*Formula Amount*	SR2S Funds Requested	Local Match	Total Project Cost
1	Alameda County	Sidewalk & Intersection Improvements to access Royal Sunset High School	*$ 136,000*	$ 136,000	$ 589,000	**$ 725,000**
2	Alameda	Implement 8 School Safety Assessments in Alameda	*$ 84,000*	$ 84,000	$ 266,000	**$ 350,000**
3	Albany	*Sponsor did not submit an application due to project not ready.*	*$ 27,000*	$ -	$ -	**$ -**
4	Berkeley	Washington Elementary – Bancroft Way Project	*$ 74,000*	$ 74,000	$ 74,000	**$ 148,000**
5	Dublin	Safe Routes to School - Crosswalk Improvements Project	*$ 94,000*	$ 94,000	$ 121,000	**$ 215,000**
6	Emeryville	*Sponsor did not submit an application due to project not ready.*	*$ 15,000*	$ -	$ -	**$ -**
7	Fremont	Fremont Boulevard/Country Drive Protected Intersection Project	*$ 267,000*	$ 267,000	$ 1,081,000	**$ 1,348,000**
8	Hayward	Cesar Chavez Middle School – Safe Routes to School	*$ 175,000*	$ 161,210	$ 161,210	**$ 322,420**
9	Livermore	Lawrence Elementary School Safe Routes to School Improvements	*$ 103,000*	$ 101,000	$ 101,000	**$ 202,000**
10	Newark	Newark Safe Routes to School Improvements	*$ 43,000*	$ 43,000	$ 43,000	**$ 86,000**
11	Oakland	Lincoln Elementary Safe Routes to School	*$ 386,000*	$ 385,000	$ 400,000	**$ 785,000**
12	Pleasanton	*Sponsor did not submit an application due to project not ready.*	*$ 112,000*	$ -	$ -	**$ -**
13	Piedmont	Oakland Avenue Pedestrian Enhancement Project	*$ 19,000*	$ 19,000	$ 380,000	**$ 399,000**
14	San Leandro	*Sponsor did not submit an application due to project not ready.*	*$ 84,000*	$ -	$ -	**$ -**
15	Union City	Enhancements of Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	*$ 81,000*	$ 81,000	$ 98,000	**$ 179,000**
			$ 1,700,000	**$ 1,445,210**	**$ 3,314,210**	**$ 4,759,420**

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1. **Call to Order**

2. **Roll Call**
   A roll call was conducted. All members were present with the exception of Commissioners Mei, Miley, Thao, and Valle.

   Commissioner Duncan attended as an alternate for Commissioner Dutra-Vernaci. Commissioner McQuaid attended as an alternate for Commissioner Carson.

   Subsequent to the roll call:
   Commissioner Thao arrived during item 4. Commissioner Mei and Miley arrived during item 5.

3. **Public Comment**
   A public comment was made by Robert Daulton, from Niles for Environmentally Safe Trains, regarding items 6.3 and 6.4 on the Consent Calendar. He requested that the Commission pause the current Environmental Impact Report (EIR) process for the South Bay Connect project, evaluate alternatives for the project, and rethink the scoping process to include the concerns of his community.

4. **Chair and Vice Chair Report**
   Chair Cutter stated that Alameda CTC continues to deliver projects and implement programs despite the pandemic. She noted that the Commission will continue to do its part in the economic recovery by getting projects into construction and keeping a continued focus on project development and program delivery for ongoing investments throughout the County. Chair Cutter announced that Alameda CTC is looking forward to celebrating Bike Month in May and stated that as part of Alameda CTC's Bike Month celebration, the Alameda County Safe Routes to Schools Program (SR2S) is planning a remote encouragement event entitled Bike to the Moon Week.

   Chair Cutter noted that earlier in the month, both she and Vice Chair Bauters, along with Alameda CTC Executive Director, Tess Lengyel, and staff held legislative meetings with the State Transportation Legislative Policy Committee Chairs to discuss legislative priorities for Alameda CTC. Alameda CTC priorities were shared with Senator Lena A. Gonzales, Chair of the Senate Transportation Committee, and Assemblywoman Laura Friedman, Chair of the Assembly Transportation Committee who is the author of AB 43. The group also met with leaders of the West Oakland Environmental Indicators Project, Ms. Margaret Gordon and Brian Beveridge, to discuss the 7th Street Grade Separation project.

Commissioner Cutter shared a video of herself, Vice Chair Bauters, and Ms. Lengyel riding their bikes on the Doyle Street Bike & Ped path in the City of Emeryville and she noted that this is one of the projects funded by the COVID-19 Rapid Response Bicycle and Pedestrian Grant Program that was implemented in March 2021.

Vice Chair Bauters noted that the City of Emeryville deliberately chose Doyle Street as the project to be implemented through the quick-build grant program, which allowed Emeryville to fulfill a permanent connector to the greenway. He thanked Bike East Bay for a story in their newsletter about the Doyle Street Bike Path. Vice Chair Bauters proposed a friendly challenge to support the SR2S Bike to the Moon event sponsored by Alameda CTC by initiating a Commissioner Bike to the Moon challenge that encourages the Commissioners to also log moon miles during the week. He concluded by providing instructions regarding technology procedures including instructions on administering public comments during the meeting.

5. Executive Director Report

Tess Lengyel congratulated Chair Cutter and Vice Chair Bauters for the Doyle Street quick-build project. She noted that it is both a safe project and a beautiful corridor to ride.

Ms. Lengyel noted that Alameda CTC is fully committed to continuing to support the promise to the voters for high-quality planning and project delivery and for helping with economic recovery and access. Ms. Lengyel highlighted the progress and key efforts made by staff on various projects and programs and stated that the key initiatives set last year included safety, equity, clean and sustainable transportation, and accountability. Ms. Lengyel noted that Alameda CTC invested $900,000 in the quick-build program and noted that both City and County partners matched that amount, which resulted in approximately $1.8 million worth of bicycle and pedestrian investments. She announced that on May 20, 2021, Alameda CTC and Caltrans are jointly sponsoring a virtual groundbreaking celebration to announce the start of construction on the I-80/Gilman Street Interchange Improvement Project. Ms. Lengyel also noted that Alameda CTC staff has participated in diversity, equity and inclusion training and a draft statement was developed that she will bring before the Commission. She stated that Alameda CTC submitted a request to Congressman Swalwell to support a study that integrates AC Transit, LAVTA, and Contra Costa County Transit to look at hydrogen fuel uses and workforce development. Lastly, Ms. Lengyel noted that Assemblymember Friedman stated that she is interested in visiting the Bay Area and riding all transit systems in the area including in Alameda County.

Commissioner Saltzman stated that she would be happy to work with Alameda CTC to coordinate a ride of the County's public transit systems at Assemblymember Friedman's request.

Commissioner Kaplan stated that she appreciates the outreach to Assemblymember Friedman and noted that AB 43 will allow local jurisdictions the flexibility in setting their speed limits. She noted that the Commission should support this bill.

Commissioner Ezzy Ashcraft stated that she wants to extend an invitation to Assemblymember Friedman to ride from the Seaplane Lagoon Ferry terminal in Alameda.

Commissioner Halliday commented on the quick-build bicycle and pedestrian grant program, noting that she is working with Bike East Bay to make the City of Hayward more bicycle-friendly. She stated that Hayward recently implemented a bicycle lane on a busy street that was not received favorably by the community so she wanted to know if there are available resources to help Hayward in this effort.

Commissioners Bauters stated that he is willing to speak with the City of Hayward staff to assist with creating an enhanced bicycle community and he suggested that the Commission receive a technical presentation regarding best practices for advancing bicycle and pedestrian initiatives.

Commissioner Mei commented she attended the bike safety class at Bike East Bay. She noted how cycling has increased during the time of COVID and it would be helpful to have additional talking points around active transportation to share with her community.

A public comment was made by Dave Campbell, Bike East Bay, who stated that the Emeryville quick build project was a good project. He noted that Hayward is working to make Patrick Avenue in South Hayward a safer bicycle street for a protected bike lane. He noted that it is not uncommon for a city implementing its first bicycle project to struggle and it will become easier with the second facility.

Ms. Lengyel stated that in May Alameda CTC will give a technical presentation to the Alameda County Technical Advisory Committee on a safe systems approach, which looks at how jurisdictions can incorporate safety in all aspects of street designs for bicycle, pedestrian, transit and motorist needs. She noted that if there is an interest in having safety information shared at the full Commission meeting, staff will do that as well.

6. Consent Calendar

- **6.1.** Approve March 25, 2021, Commission Meeting Minutes
- **6.2.** I-580 Express Lanes Operations Update
- **6.3.** Southern Alameda County Rail Study (SoCo Rail) Update
- **6.4.** South Bay Connect Project Update
- **6.5.** Approve Measure B, Measure BB and Vehicle Registration Fee Programs Update and Interim Policy Updates
- **6.6.** Approve Contract Amendment for E. 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project
- **6.7.** Approve actions associated with the Construction Phase of the I-80 Gilman Interchange Improvements Project
- **6.8.** Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

6.9. Approve the Professional Services Agreement (A21-0025) with Nelson\Nygaard Consulting Associates for Paratransit Coordination Services

6.10. Approve administrative amendment to Alameda CTC agreement (A16-0027) in support of the Alameda CTC Affordable Student Transit Pass Program (STPP)

6.11. Approve the State Transit Assistance (STA) County Block Grant Program Distribution Formula for Fiscal Years 2021-22 and 2022-23

Commissioner Halliday moved to approve all items on the consent calendar with the exception of Item 6.4, which she pulled for further consideration. Commissioner Ortiz seconded the motion. The motion passed with the following roll call votes:

Yes:	*Bauters, Brown, Cavenaugh, Cutter, Droste, Duncan, Ezzy Ashcraft, Freitas, Halliday, Haubert, Hernandez, Kaplan, McQuaid, Mei, Miley, Nason, Ortiz, Saltzman, Thao, Woerner*
No:	*None*
Abstain:	*None*
Absent:	*Chan, Valle*

In regard to Item 6.4, Commissioner Halliday stated that she is concerned about the South Bay Connect Project, which has a lot of opposition from the public. She noted that the letter from the Mayors in that corridor is attached to the staff report and documents the cities concerns regarding the EIR. She noted that the full Commission has not had an opportunity to discuss the pros and cons of this project.

Commissioner Bauters noted that Alameda CTC does not have a role in the determination of the EIR; however, the agency has funding earmarked for the project. He suggested that several members of Alameda CTC could meet to address questions raised related to the project and Alameda CTC's role.

Commissioner Mei stated that this item was presented to the Multi-Modal Committee at the April 12, 2021 meeting. At the meeting, she encouraged Capital Corridor to have more interaction and outreach to the cities that are directly impacted by the project.

Commissioner Saltzman suggested staff bring updates for item 6.4 to the full commission for discussion. Ms. Lengyel stated that we will be sure to bring it to the full Commission at a future time.

Neal Parish, legal counsel at Wendel Rosen, noted that Item 6.4 was an informational item, so a separate vote on the item was not needed.

7. Community Advisory Committee Written Reports

7.1. Paratransit Advisory and Planning Committee Summary Minutes

Tess Lengyel stated that the written report was included in the packet.

8. Planning, Policy and Legislation Committee

8.1. Affordable Student Transit Pass Program Update

Tess Lengyel stated that this presentation is an update on how the agency will move forward with the Affordable Student Transit Pass Program (STPP) in the coming year, and in particular recognizing the impact that COVID-19 has had on Alameda CTC's transit partners. Ms. Lengyel introduced Kate Lefkowitz, who provided the update.

Ms. Lefkowitz noted that the report included an update on the STPP 2019-2020 evaluation report, program implementation for the current 2020-2021 school year, and STPP program plans for fall 2021. Given the uncertainties for school districts in Alameda County during the COVID-19 pandemic, the STPP has been actively working with schools to support students and families, modify program offerings, and proactively prepare for the evolving developments of the school year. The program now serves 14 school districts and 84 schools within Alameda County. Key programmatic changes that have been implemented due to COVID-19 impacts include the transition to an online application for the STPP. Ms. Lefkowitz noted that as a result of significant COVID-19 impacts on school districts and transit agencies in Alameda County, the STPP team recommends continuing the program as previously approved and not expanding further in fall 2021. The STPP team will continue to implement the Commission-approved program and look to expand to the remaining ~56 eligible schools in the county by the 2023-2024 school year. An update on any future expansions would come before the Commission in 2022.

Commissioner Brown asked if there is a photo of each student on the STPP card. Ms. Lefkowitz stated that the STPP card is a clipper card. If the student loses the card it will be deactivated and replaced.

Commissioner Brown asked what is the process to prevent a person from selling their card or allowing someone else to use it. Commissioner Cutter stated that there have not been reports of fraud or misuse in the program.

Commissioner Ortiz stated that the STPP clipper card is also used by students to go to work, the library, attend afterschool activities, and weekend jobs.

Commissioner Ezzy Ashcraft stated that the continuation school students in Alameda participate in the program, which is a great way for students to get to afterschool programs and jobs and cuts down on the need for parents to drop off students.

8.2. Federal, state, regional, and local legislative activities update

Tess Lengyel stated that staff will provide an update on the federal and state activities and focus on several bill positions. Ms. Lengyel introduced Carolyn Clevenger and Maisha Everhart to provide the updates. Ms. Clevenger gave an overview on the Climate Action Plan for Transportation Infrastructure (CAPTI), which will influence future state transportation funding, including funding programs that are derived from Senate Bill (SB) 1 funds. She stated that this effort is led by the California State Transportation Agency (CalSTA). Ms. Clevenger noted that CAPTI is a

statewide high-level policy document that is being developed by CalSTA to establish a framework detailing how the state can advance the Governor's executive orders related to climate change. The comment period was extended to May 19, 2021, with the final plan submitted to the governor and legislature this summer.

Maisha Everhart stated that staff is in the process of reviewing over 2,000 bills that were submitted and evaluating them to see if they are in alignment with Alameda CTC's Legislative Program. The following bills will support the Commission's goal of enhancing multimodal transportation and safety:

AB 43 (Friedman) - Support	AB 550 (Chiu) - Support
AB 455 (Bonta) - Support and seek amendment	AB 917 (Bloom) - Support
	SB 18 (Skinner) - Support

Commissioner Kaplan thanked staff for support of AB 43 and AB 550 and she noted that the City of Oakland endorsed AB 550.

Commissioner Halliday expressed her disappointment in AB 550 and asked if Alameda CTC could get results from the original pilot program. She asked if Alameda CTC can lobby for a stronger bill and eliminate some of the ways AB 550 has been amended to weaken the effects.

Ms. Lengyel explained the distinction between AB 43 and AB 550. She noted that AB 43 is Assemblymember Friedman's bill, which will enable both Caltrans and local jurisdictions to have more authority to reduce speed limits. Ms. Lengyel stated that AB 550 is the pilot program and the jurisdictions that are listed in the bill currently are Los Angeles, Oakland, San Jose, the city and county of San Francisco, and two other cities in Southern California. She noted that the bill addresses automated speed enforcement and the pilot program is until 2027 and a report will be generated once the pilot is complete.

Commissioner Ortiz noted that AC Transit is a co-sponsor of AB 917 and it was voted on by their Privacy Committee on April 22, 2021.

Commissioner Bauters shared that he spoke with Assemblymember Friedman and asked her what are the opposition points to AB 550. She noted that there is opposition to this bill for various reasons, which is why it was amended. Assemblymember Friedman noted that if the Commissioners or cities are in support of AB 550 to call the Transportation Committee by April 26, 2021, and express their concerns. He noted that the American Civil Liberties Union is opposed to this bill because of language regarding data privacy.

Commissioner Cutter requested Alameda CTC staff to provide the Commissioners with the Assembly Transportation Committee contact information so they may reach out stating their support position.

Commissioner Ortiz moved to approve the recommended bill positions. Commissioner Kaplan seconded the motion. The motion passed with the following roll call votes:

Yes:	*Bauters, Brown, Cavenaugh, Cutter, Droste, Duncan, Ezzy Ashcraft, Freitas, Halliday, Haubert, Hernandez, Kaplan, McQuaid, Mei, Miley, Nason, Ortiz, Saltzman, Thao, Woerner*
No:	*None*
Abstain:	*None*
Absent:	*Chan, Valle*

9. Zero-Emission Drayage Truck and Infrastructure Pilot Program

9.1. Approve Grant Matching Funds for Hydrogen Fuel Drayage Trucks and Fueling Pilot Program

Ms. Lengyel stated that Vivek Bhat will present this item and Jaimie Levin from the Center for Transportation and the Environment (CTE) is available to answer questions. Mr. Bhat recommended that the Commission approve the following actions associated with the Hydrogen Fuel Drayage Trucks and Fueling Pilot Program:

1. Approve allocation of $3.64 million Measure BB Countywide Freight Corridors funds (TEP-27) as grant matching funds, and
2. Authorize Executive Director or designee to execute all necessary agreements.

Mr. Bhat stated that over the past several months, Alameda CTC staff has been working closely with the CTE on a Hydrogen Fuel Drayage Trucks and Fueling Pilot Program grant application that involves deploying 30 fuel cell trucks in Northern California. The project will also install a high-capacity hydrogen fueling station near the Port of Oakland. This project will provide Alameda County, the City of Oakland, and the West Oakland neighborhood the opportunity to take on a leadership role in advancing zero-emission truck technology to reduce emissions that are impacting disadvantaged communities. In February 2021, the CTE applied for a $21.8 million statewide competitive grant administered jointly by the California Air Resources Board (CARB) and the California Energy Commission. The application included a local match of $7 million with the Bay Area Air Quality Management District (BAAQMD) and Alameda CTC as funding partners.

Commissioner Kaplan expressed her appreciation for the work done on this project. She noted that it will benefit the region to cut the emissions from trucks.

Commissioner Cutter commented that BAAQMD talked about this item at their Mobile Source Committee meeting, and she requested Mr. Levin to provide comments on this effort.

Mr. Levin thanked the Commission and Alameda CTC staff for supporting this effort. He noted that having the agency's support was critical to CTE winning a much larger grant from CARB. He noted that this is the first commitment of state funds at

this scale in Northern California and it puts Alameda County and Oakland at the forefront of this developing technology. He stated that another aspect is workforce training. CTE is partnering with NorCal Kenworth, which is a major truck service repair center in San Leandro for workforce training for local technicians and mechanics.

Commissioner Kaplan moved to approve the item. Commissioner Halliday seconded the motion. The motion passed with the following roll call votes:

Yes:	*Bauters, Brown, Cavenaugh, Cutter, Droste, Duncan, Ezzy Ashcraft, Freitas, Halliday, Haubert, Hernandez, Kaplan, McQuaid, Mei, Miley, Nason, Ortiz, Saltzman, Woerner*
No:	*None*
Abstain:	*None*
Absent:	*Chan, Thao, Valle*

10. Commission Member Reports

Commissioner Ortiz invited Commissioners to join AC Transit on Transit Talks. April 26 through May 31, 2021.

11. Adjournment

The next meeting is Thursday, May 27, 2021, at 2:00 p.m.

Alameda CTC

FY2020/21 2014 MBB Direct Local Distributions

Description	Local S&R	Transit Service	Bike & Ped	Paratransit
Alameda	$ 2,184,492.79	$ -	$ 236,867.79	$ 216,216.50
Albany	492,135.59	-	55,164.88	35,807.17
Berkeley	3,376,633.33	-	357,084.50	337,547.80
Dublin	578,780.51	-	191,435.52	-
Emeryville	323,909.65	-	35,824.98	34,642.55
Fremont	2,592,234.45	-	682,299.96	655,180.80
Hayward	2,557,254.90	-	466,997.67	880,094.60
Livermore	1,096,282.68	-	267,597.80	-
Newark	537,577.89	-	142,641.53	141,043.93
Oakland	12,397,258.58	-	1,263,391.03	1,351,894.16
Piedmont	443,021.64	-	33,363.42	-
Pleasanton	839,854.32	-	231,484.43	258,533.60
San Leandro	1,534,109.10	-	256,146.52	311,410.99
Union City	759,918.76	-	214,509.95	247,802.82
LAVTA	-	811,210.23	-	397,086.51
Alameda County	-	-	432,451.51	-
Alameda County - North	86,806.20	-	-	-
Alameda County - Central	2,182,240.78	-	-	-
Alameda County - East	465,898.54	-	-	-
AC Transit District	-	30,501,505.14	-	7,300,892.17
Alameda Ferries	-	811,210.23	-	-
Altamont Rail - South	-	811,210.23	-	-
Altamont Rail - East	-	811,210.23	-	-
Union City Transit	-	405,605.12	-	-
BART	-	811,210.23	-	2,433,630.72
Total FY2020/21 Distributions	$ 32,448,409.71	$ 34,963,161.41	$ 4,867,261.49	$ 14,601,784.32







2022
Comprehensive Investment Plan
Fiscal Years 2021/22 to 2025/26





ALAMEDA
County Transportation Commission

Alameda County Transportation Commission
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Oakland, CA 94607
www.alamedactc.org

July 2021

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Alameda County Transportation Commission
2022 COMPREHENSIVE INVESTMENT PLAN

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APPENDICES

A. Technical Detail: Current Programming (previously approved on May 2020)
B. Technical Detail: Changes to Current Programming and Allocations
C. Technical Detail: 2022 CIP Five-year Programming Horizon with Allocation Plan
D. CIP Programming Principles and Guidelines
E. CIP Policies and Procedures
F. Alameda CTC Strategic Plan
G. Funding Distribution

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SECTION 1: INTRODUCTION

The Alameda County Transportation Commission (Alameda CTC) is responsible for the planning, programming, and allocation of local, regional, State and federal funding for transportation improvements throughout Alameda County.

Alameda CTC maintains programming and allocation authority for federal, State, regional and local transportation funding programs, such as the local, voter-approved measures (Measure B, Measure BB, and Measure F Vehicle Registration Fee), Transportation Fund for Clean Air (TFCA), State Transportation Improvement Program (STIP), and federal One Bay Area Grant Program (OBAG). Since 2016, Alameda CTC consolidates the programming and allocation for the funds sources under Alameda CTC's purview ("Alameda CTC Administered Funds") into a single programming and allocation document known as the Alameda CTC Comprehensive Investment Plan (CIP).

The CIP programming and allocations recommendations, in any given CIP cycle, demonstrates Alameda CTC's investment commitment to projects and programs that maintain and enhance the countywide transportation system based the current Commission's priorities at the time of the programming and allocation action(s).

The CIP contains programming and allocation policies, guidelines and procedures that guide Alameda CTC's investment decisions, programming and allocation processes, and the subsequent funding administration.

The CIP is updated annually to capture programming and allocations made since the last approval of the CIP, and to document programming and allocations adjustments including new programming requests, proposed adjustments by Project Sponsors, and technical adjustments as required by the CIP and funding administration policies.

The CIP contains a document structure of:

- Purpose, Background, strategic objectives, and an overview of programming principles for all programming through Alameda CTC.
- Appendices include
    - Technical summaries of adjustments to the prior programming and a summary with the final programming record.
    - Programming and Allocation Guidelines for future programming
    - Policies and Procedures for Alameda CTC's programming and funding administration

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SECTION 2: PURPOSE OF COMPREHENSIVE INVESTMENT PLAN

The CIP is a programming and allocation document that establishes a financial investment strategy of funding under Alameda CTC's purview to deliver projects and programs ("projects") that allows the countywide transportation system to be more efficient and effective. The CIP identifies transportation funds from various sources expected to be available over a five-year programming horizon and targets them for transportation priorities in Alameda County.

The main objectives of the CIP are summarized as follows:

1. Translate long-range plans into short-range implementation
   The CIP transitions long-range plans into focused project/program delivery over a five-year programming window with a two-year allocation plan.

2. Serve as the Strategic Plan
   The CIP serves as Alameda CTC's Strategic Plan and satisfies public reporting requirements required by these funding programs.

   The revenue and expenditure assumptions for each fund source are confirmed periodically, and serve as the basis for the financial management of each funding program. Funding commitments to individual projects identified in the voter-approved transportation expenditure plans are confirmed, and current programming and allocations to these projects are documented in the CIP to satisfy annual strategic plan requirements mandated by the 1986 Measure B, 2000 Measure B and 2014 Measure BB Transportation Expenditure Plans.

3. Establish a consolidated programming and allocation plan
   The CIP is a decision-making programming document that is used to program fund sources under Alameda CTC's responsibility for capital improvements, program operations, and maintenance projects. Integrating all fund sources into one programming document permits Alameda CTC to coordinate the programming and allocation of multiple fund sources to ensure that the investments of funds from the individual sources are joined to maximize the effectiveness of the overall investments in the Alameda County transportation system.

   The CIP includes a two-year allocation plan for funds allocated by Alameda CTC. Projects included in the two-year allocation plan must be ready to begin the phase for which funds are allocated in the fiscal year indicated in the CIP. Allocated funds are made available for encumbrance in funding agreements with Project Sponsors

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and implementing agencies, and for contracts and costs related to projects implemented directly by Alameda CTC.

The CIP will be updated on an annual and biennial basis, as needed, to reflect updates to Alameda CTC's programming and allocations. The annual updates are intended to include technical updates to confirm commitments and programming and allocation actions occurring outside the regular CIP process. A biennial update of the CIP will include a more robust update that shifts the five-year programming and allocation horizon, and allows for additional projects to be nominated and programmed into the CIP against the newly available programming capacity granted by the horizon shift.

The CIP guides investments to projects that provide demonstrate significant public benefit, advance project implementation, and support leveraging of local, regional, State and federal dollars for Alameda County's transportation priorities.

SECTION 3: RELATIONSHIP WITH PLANNING

The CIP's purpose is to strategically program available funds towards transportation investments that support long-range vision and goals established in Alameda CTC's Countywide Transportation Plan (CTP), multi-modal plans, and voter-approved transportation expenditure plans.

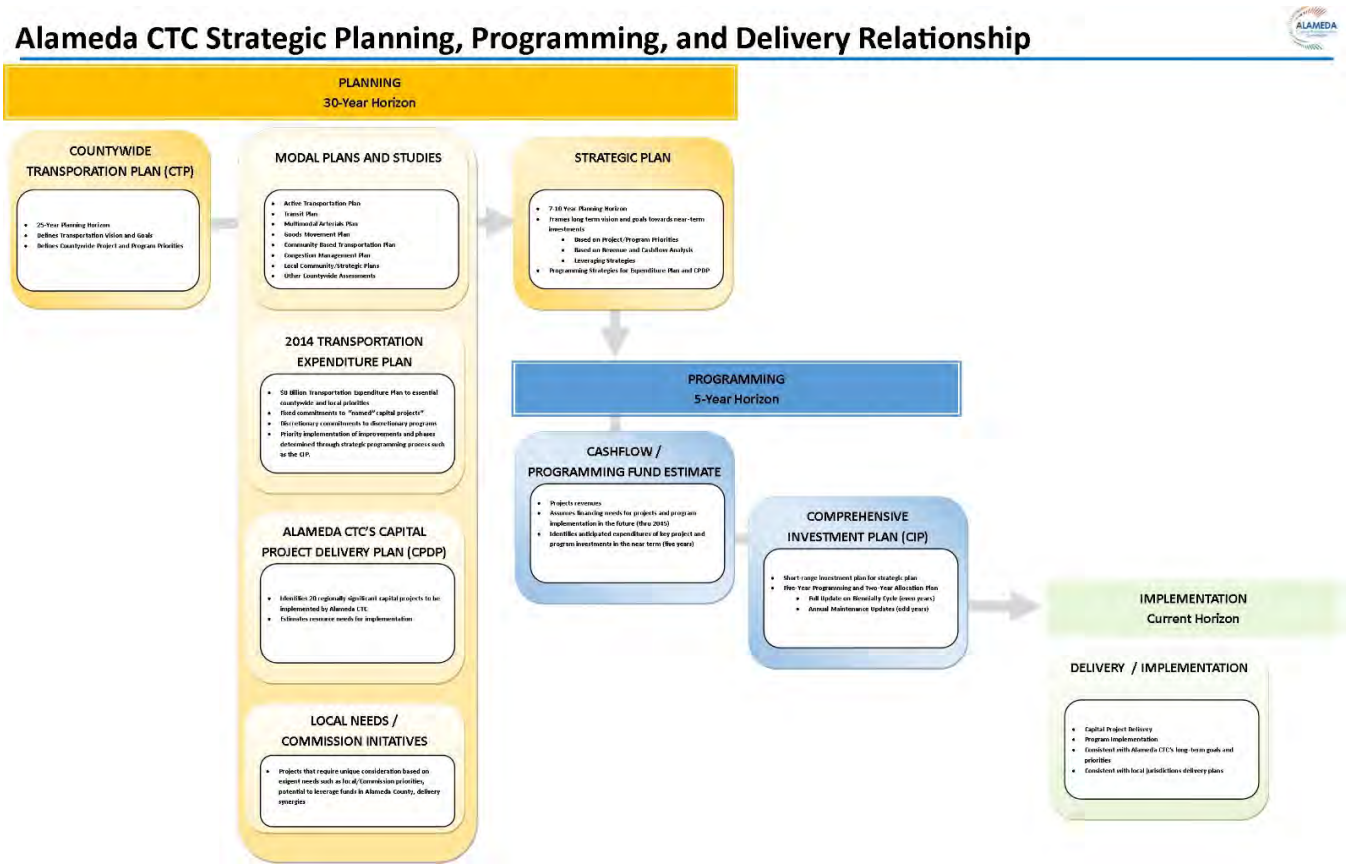
To be considered eligible to receive programming and allocation of Alameda CTC's Administered Funds, candidate projects are required to have a direct nexus to the Alameda CTC's CTP, Alameda CTC's multi-modal plans (Transit, Goods Movement, and Arterials), and other local planning efforts. This ensures candidate projects are consistent in coordination with local, countywide, and regional transportation priorities. The development of these planning documents also satisfies the public outreach requirements of the certain regional, State, and federal fund sources when they are required of by the funding programs.

For Alameda CTC implemented projects, the CIP incorporates the delivery recommendations included in the Measure BB Capital Project Delivery Plan (CPDP) as approved in March 2016. The CPDP addresses projects implemented directly by Alameda CTC and identifies projects posed for local, regional, State and Federal funding. The CIP incorporates the CPDP programming recommendations, policy and procedures, and project delivery assumptions in their entirety as it makes programming and allocation recommendations to projects contained in the CPDP.

Projects demonstrating a nexus to countywide planning efforts and transportation priorities formulate the eligible candidate pool. These projects may submit

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programming and allocation applications through the Alameda CTC's Call for Projects and request for allocation processes. Project selection and prioritization for the CIP is based, in part, on priorities identified in adopted planning documents and studies, Strategic Plan Guiding Principles, but also considers other Commission approved project selection criteria.



SECTION 4: FUND SOURCES AND REVENUE ESTIMATES

Alameda CTC has programming and allocation authority for a number of transportation fund sources at the county level, and programming authority for the Alameda County shares of certain federal and State funding. Alameda CTC acts on behalf of Alameda County at the regional, State, and federal levels for matters pertaining to transportation funding from federal, State, and regional sources, including infusions of funding such as stimulus programs and proceeds from bond sales.

The CIP includes the fund sources listed below grouped according to the category federal, State, Regional and local funding.

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Federal Program	
Fund Source	**Description**
Surface Transportation Program	Alameda CTC, as Alameda County's congestion management agency (CMA), is responsible for soliciting and prioritizing projects in Alameda County to receive a portion of the federal Surface Transportation Program (STP) funding. The STP is provided through funding from reauthorization of the federal funding for surface transportation by which Alameda CTC receives federal monies. The Metropolitan Transportation Commission (MTC) approves the programming of the STP funding for the nine-county Bay Area based on input by the CMA for each of the nine counties.
Congestion Mitigation & Air Quality Program	Alameda CTC, as the CMA, is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Congestion Mitigation & Air Quality Program (CMAQ) in the same fashion as the STP funding. The CMAQ is provided through funding from the reauthorization of federal funding for surface transportation by which Alameda CTC receives federal monies. The CMAQ funds are used on projects that will provide an air quality benefit. MTC approves the programming of the CMAQ funding for the nine-county Bay Area based on input by the CMA for each of the nine counties.

State and Regional Programs	
Fund Source	**Description**
State Transit Assistance	State Transit Assistance is the State's flexible transit funding program which may be used for capital or operating purposes. The statewide STA program is split equally between a Revenue-based program (Public Utilities Code 99314) and a Population-based program (Public Utilities Code 99313). Under MTC Resolution 4321, Congestion Management Agencies (CMAs) are charged with playing a coordinating role in the development of a STA Population-Based distribution program within their county. MTC Resolution 4321 replaced MTC Resolution 3837 with a new transit-focused, One Bay Area Grant (OBAG)-style STA County Block Grant for 70 percent of the STA Population-Based funds received by MTC, with the remaining 30 percent directed towards MTC's Regional STA Program. MTC Resolution 4321 includes several policy conditions for the STA County Block Grant Program.
Regional Measure 2 and Future Regional Measures	In 2004, voters passed Regional Measure 2 (RM2) raising the toll on the seven state-owned toll bridges in the San Francisco Bay Area by $1. This extra dollar funds various transportation projects within the region determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in Senate Bill 916 (Chapter 715, Statutes of 2004). Specifically, RM2 establishes the Regional Traffic Relief Plan and identifies specific transit operating assistance, and capital projects eligible to receive RM2 funding.
State Transportation Improvement Program	Alameda CTC, as the CMA, is responsible for soliciting and prioritizing projects in Alameda County for the Alameda County Share of the State Transportation Improvement Program (STIP). Programming for each "County Share," of the Regional Improvement Program (RIP) portion of the STIP, is recommended by the CMA for each county (i.e., by Alameda CTC for Alameda County). The STIP is updated by the California Transportation Commission (CTC) on a two-year cycle with new STIP cycles approved every even year. The CTC adopts a fund estimate for each STIP cycle during the year before the even-numbered year in which the STIP cycle is adopted. The fund estimate provides the amounts for each of the County Shares that comprise the RIP portion of the STIP cycle. The STIP programming horizon is a five-fiscal-year window with two new fiscal years added each STIP cycle. Most programming capacity added in a given STIP cycle is in the two new, outer fiscal years of the STIP programming horizon. The funds programmed in the STIP are subject to the STIP Timely Use of Funds Provisions prescribed in the STIP Guidelines typically adopted with each STIP cycle.
Transportation Fund for Clean Air Program	State law permits the Bay Area Air Quality Management District (BAAQMD) to collect a fee of $4 per vehicle per year to reduce air pollution from motor vehicles. The fee provides the revenues for the Transportation Fund for Clean Air (TFCA) which is distributed by the BAAQMD at the regional and county levels. Sixty percent of the funding is programmed by the BAAQMD at the regional level. The

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State and Regional Programs	
	remaining 40 percent is allocated annually by the BAAQMD for programming and allocation by the Program Manager for each county. Alameda CTC is the TFCA Program Manager for Alameda County. The Alameda County Program Manager funds are split 70 percent to the cities and the County; and 30 percent to transit-related projects.

Local Programs	
Fund Source	**Description**
1986 Measure B	In November 1986, voters passed the 1986 Measure B, a 15-year measure expected to generate more than $990 million through a half-cent transportation sales tax to fund local streets and roads improvements, bus and paratransit services, and other transportation infrastructure projects. The 1986 Transportation Expenditure Plan guides the use of those funds. Sales tax collection authorized by the 1986 Measure B ended in 2002, but several projects from the 1986 Measure B Capital Program are still underway. The 1986 Measure B generated more than $353 million for transportation programs and $864 million for highway, roadway and transit improvements. The sales tax collection for the 1986 Measure B ended in 2002, and no additional revenues are assumed.
2000 Measure B	Alameda County voters approved the 2000 Measure B Transportation Expenditure Plan (2000 TEP) which authorized a 20-year half-cent sales tax to be used for the transportation purposes identified in the 2000 TEP. Alameda CTC administers the 2000 Measure B Program to deliver essential transportation improvements and services. The 2000 TEP guides the expenditures of the 2000 Measure B funds. The collection of 2000 Measure B funds began on April 1, 2002 and will continue through March 31, 2022. The 2000 Measure B funds are divided as prescribed in the 2000 TEP between funds allocated directly to the jurisdictions and transit operators, and the funding available for the programs and capital projects named in the Measure. The 2000 Measure B funds are distributed as follows: *Direct Local Distributions*: The direct local distribution (DLD) funds are distributed directly to local jurisdictions and transit operators as they are received by Alameda CTC in accordance with the provisions set forth in the 2000 TEP and the Master Program Funding Agreements between Alameda CTC and the local jurisdictions. The percentages of net revenues used for the distributions are prescribed in the 2000 TEP as follows: • Mass Transit Operations (21.22 percent) • Local Streets Maintenance and Safety (22.34 percent) • Bicycle and Pedestrian Safety (3.75 percent) • Special Transportation for Seniors and People with Disabilities (9.02 percent) *Discretionary Programs*: The 2000 TEP includes a number of commitments to the following discretionary programs that are available for program management and implementation by Alameda CTC, a Countywide Bicycle and Pedestrian Coordinator position, and discretionary projects based on the percentages or amounts specified in the 2000 TEP: • Express Bus Service Countywide (0.7 percent) • Bicycle and Pedestrian Safety (1.25 percent) • Special Transportation for Seniors and People with Disabilities - Coordination and Gaps in Service Grants (1.43 percent) • Transit Center Development Funds (0.19 percent) *Capital Projects*: The 2000 TEP includes commitments to individual capital projects. Alameda CTC distributes sales tax funds for capital projects on a reimbursement basis in accordance with funding

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Local Programs	
	agreements between Alameda CTC and recipient agency, or for eligible project costs incurred directly by Alameda CTC.
2010 Vehicle Registration Fee	Alameda County voters approved the Alameda County Vehicle Registration Fee (VRF) Program in 2010. The funds made available by the VRF are distributed as follows: *Direct Local Distributions*: The DLD portion of the VRF funding is distributed as follows: • Local Road Improvement and Repair Program (60 percent) • Local Transportation Technology (10 percent) o On January 23, 2014, the Alameda CTC adopted a VRF Local Transportation Technology Program Policy to direct the administration of the Local Transportation Technology Program as a DLD program to the Alameda CTC.. *Discretionary Programs*: A portion of the VRF funding is distributed for the following grant sub-programs on a reimbursement basis: • Transit for Congestion Relief (25 percent) • Pedestrian and Bicyclist Access and Safety Program (5 percent)
2014 Measure BB	Alameda County voters approved the 2014 Transportation Expenditure Plan (2014 TEP) as part of Measure BB in November 2014. Measure BB authorized the augmentation and continuation of the voter-approved 2000 Measure B sales tax with a second half-cent sales tax through the end of the 2000 Measure B collection period, i.e. March 31, 2022, followed by a one-cent sales tax authorizes from April 1, 2022 through March 31, 2045. The 2014 Measure BB funds are allocated as follows: *Direct Local Distributions*: The 2014 Measure BB DLD funds are distributed directly to local jurisdictions and transit operators as they are received by Alameda CTC in accordance with the provisions set forth in the 2014 TEP and the Master Program Funding Agreements between Alameda CTC and the local jurisdictions. The percentages used for the distributions are prescribed in the 2014 TEP as follows: • Transit Operations, Maintenance, and Safety Program (21.55 percent) • Local Streets Maintenance and Safety (20 percent) • Bicycle and Pedestrian Infrastructure and Safety (3 percent) • Affordable Transit for Seniors and People with Disabilities (9 percent) *Discretionary Programs*: The 2014 TEP includes a number of commitments to the following discretionary programs available that are available for program management and implementation by Alameda CTC, a Countywide Bicycle and Pedestrian Coordinator position, and discretionary projects based on the percentages or amounts specified in the 2014 TEP: • Affordable Student Transit Pass Program ($15 million) • Affordable Transit for Seniors and People with Disabilities/Coordination and Service Grants (1 percent) • Bicycle and Pedestrian Program (2 percent) • Community Investments That Improve Transit Connections to Jobs and Schools (4 percent) • Congestion Relief, Local Bridge Seismic Safety ($639 million) • Freight and Economic Development Program (1 percent) • Technology, Innovation and Development Program (1 percent) • Transit Innovation Program (2.24 percent) *Capital Projects*: The 2014 TEP includes commitments to individual capital projects and to groups, or categories, of capital projects as described in the 2014 TEP. Alameda CTC distributes sales tax funds for

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Local Programs	
	capital projects on a reimbursement basis in accordance with funding agreements between Alameda CTC and recipient agency, or for eligible project costs incurred directly by Alameda CTC.
Local Exchange Program/CMA Transportation Improvement Program	Alameda CTC administers a local fund exchange program to exchange State and federal funds for local monies, giving Project Sponsors the flexibility to streamline and expedite project delivery. The local funds also allow agencies to begin projects earlier than would otherwise be possible due to the uncertain timing of the availability of State and federal funds in any given funding cycle. Based on State and federal economic conditions, the availability of State and federal funds is often delayed to beyond the year in which the funds were originally programmed. Such delays are unilateral from the State and/or federal levels and put a strain on timely implementation of projects. The local fund exchange program allows local monies exchanged for the State and federal funds to be available earlier, and on a more dependable timeline, than the State and federal funds in many cases. Exchanges are approved on a case-by-case basis, as opportunities present themselves.

SECTION 5: PROGRAMMING REQUIREMENTS

Projects must satisfy the following programming requirements to be considered for programming and allocation by Alameda CTC.

1. Projects must be included in, and be consistent with the most current adopted Regional Transportation Plan and Alameda CTC's Countywide Transportation Plan.
2. Projects must demonstrate a public benefit towards building and maintaining the transportation infrastructure in Alameda County.
3. Projects must be publicly accessible and provide direct benefits to public transportation infrastructure and operations.
4. Projects must meet the goals and objectives of the funding sources and programs that are ultimately recommended by Alameda CTC.
5. Projects funded with 2000 Measure B, 2014 Measure BB, and VRF must be consistent with requirements and priorities of their respective expenditure plans.

Funds are programmed from a specific fund source(s), in a given fiscal year to a specific phase(s) of a project. The expected outcome of the total project, or of implementing any phase of the project, with funds programmed in the CIP, shall be consistent with the goals and objectives of the CTP, and any applicable fund source specific requirements.

Programming and allocations requests must at minimum contain the following:

- Project scope, cost, schedule,
- Description of benefits to determine the expected outcome and whether or not the outcome is consistent with the CTP and fund source goals and objectives.
- Funding breakdown by phase. Cost estimates for all phases are required for projects requesting programming or allocations for phases beyond environmental approval.

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SECTION 6: PROGRAMMING PRINCIPLES AND GUIDELINES

Alameda CTC's programming and allocation decisions shall be based on a project's ability to achieve the following five fundamental policy principles that serve as a guide for the CIP development and project selection.

1. Implementing Alameda County's adopted vision
   All funding decisions will support implementation of Alameda CTC's long-range transportation vision for Alameda County as adopted in its long-range Countywide Transportation Plan.

2. Balanced strategic program across project delivery phase
   Alameda CTC strategically invests financial resources to optimize transportation planning, project delivery and performance analysis. The CIP will identify investments in all stages of project development. Striking a balance between project development and capital phases is desired to support a combination of project development phases that will utilize the available programming capacity and to position the county to leverage federal, State and regional funding sources as they become available. This will include considering the delivery status of projects to optimize competitiveness for future grant opportunities.

   Alameda CTC uses the following project or program delivery phases:
   - Planning/Scoping/Conceptual Engineering
   - Preliminary Engineering/Environmental Studies
   - PS&E/Final Design
   - Right-of-Way Acquisition and Engineering
   - Construction Capital and Support
   - Equipment/Rolling Stock Acquisition
   - Operations (includes Safe Routes to School, paratransit programs, transit-related operations)
   - Post-Construction Activities
   - Project Closeout

   The CIP will also include countywide program/operational investments including, but not limited to, the Safe Routes to Schools Program, senior travel training/mobility management, and system performance-monitoring efforts.

4. Maximizing transportation investments
   Alameda CTC will work with local agencies to program funds to projects that are implementation ready, have a credible funding plan, meet the requirements of the fund source and provide transportation benefits. The CIP will examine opportunities

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to leverage the local fund sources to the maximum extent possible. In addition, Alameda CTC will use the CIP to identify co-benefits between projects, when practical and feasible.

5. Investments in all modes and areas within Alameda County
   The CIP strives to identify investments in all modes of transportation, project phases, and geographic areas in Alameda County. The CIP is constrained to the revenue projected to be available for the five-year programming. Alameda CTC will use the CIP to monitor geographic equity and modal equity investments over time.

6. Delivering solutions while ensuring accountability
   Alameda CTC will require timely and cost-effective project delivery, and will monitor implementation to ensure Project Sponsors are accountable for their projects. The CIP will promote the timely delivery of projects, leveraging of local funds and minimizing cost increases due to delays. Projects funded through the CIP will be subject to the requirements of each fund source used to implement the project. Timely use of funds provisions will apply to all funds programmed and/or allocated in the CIP.

Programming Principles and Guidelines

Programming and allocations decisions shall be based on a CIP Programming Principles and Guidelines included in the CIP's appendices. This describes the complete framework for programming and allocation decisions made by Alameda CTC, including defining eligible projects, eligible Project Sponsors, eligible costs, funds sources, funding guidelines and requirements.

Key project merits will be considered (in no particular order) such as:

- Congestion Relief: Project's ability to enhance mobility and access by addressing existing and future congestion and travel demands.

- State of Good Repair: Project's ability to improve the condition of existing transportation facilities or address identified issues if the system is left unimproved.

- Transportation Significance: Project demonstrates regional or countywide significance towards improving the transportation network, economic competitiveness, and environmental conditions i.e. regional greenhouse gases.

- Safety and Connectivity: Project's ability to foster a safe, connected, accessible transportation system for multimodal movement of goods and people.

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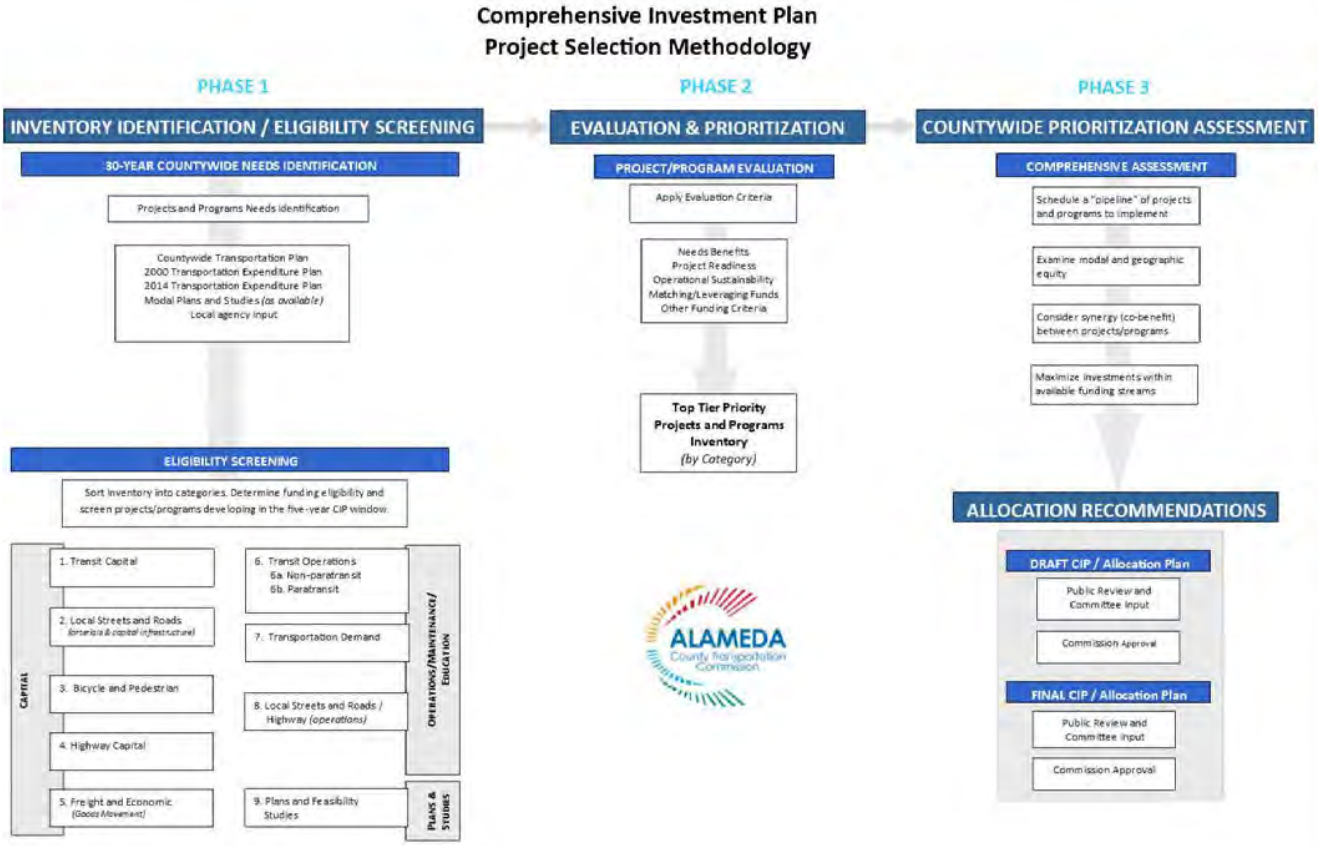
- Multimodal Access: Project's ability to contribute to a multimodal transportation system that serves all users, provides transportation choices, and provides greater access to schools, jobs, homes, and transit.

The CIP programming principles are not intended to replace existing programming requirements of individual fund sources. Instead, the principles are intended to inform the uniform consolidation of historically separate programming practices, where applicable, to more effectively coordinate funding towards beneficial transportation projects that address congestion, state of good repair, economic development, access, safety, and connectivity of a multimodal transportation system.

Programming Guidelines are described in detail by program in the CIP's appendices.

SECTION 7: PROJECT SELECTION METHODOLOGY

The project selection methodology for the CIP is based on three step/phased approach as described below and illustrated in CIP Project Selection Methodology Diagram shown here.



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Phase 1: Project Identification and Screening

Alameda CTC will identify project inventories from the CTP, countywide modal plans, short- and long-range transportation plans and other local planning documents. The inventory will be screened for eligible projects that are ready to be implemented within the five-year CIP window based on schedule, a credible funding plan and local prioritization. Alameda CTC may also initiate a Call for Project to gather updated project information to inform project selection decisions for CIP programming and allocations.

Alameda CTC will separate projects into modal categories based on the type of project (bicycle/pedestrian, roadway, etc. Projects will be assessed for eligible funding sources to ensure they meet funding requirements. The CIP Programming Principles and Guidelines located in the CIP's appendices provides a summary of the categories and sample project types included in the CIP.

The goal of Alameda CTC's funding recommendations will be to fund a project phase by phase, as applicable, so that the project can progress from development to construction and project delivery. Projects outside the five-year period will be considered for future implementation in subsequent funding cycles and CIP updates.

Phase 2: Project Evaluation

Based on the list developed in Phase 1, Alameda CTC will prioritize projects relative to each other in defined category types. Projects will be evaluated against the same category of projects (i.e., transit projects will be evaluated against transit projects, road projects against road projects, etc.). This approach will provide a balanced prioritization process that compares similar project types to one another. Projects specifically named in expenditure plans will be separated from those seeking discretionary funding and will be prioritized independent of the discretionary projects. Based on their scoring assessment, projects will be evaluated and arranged into three tiers within their respective categories (high, medium and low priority). This sorted list will then move into the third phase of evaluation.

Alameda CTC will evaluate eligible projects using the programming criteria adopted as part of the CIP, and other Commission actions, as the basis for programming and allocation decisions.

Phase 3: Countywide Prioritization Assessment

The final step in the project selection process will examine the top tiers of each category from the Phase 2 scoring, to strategically program available funding, to achieve countywide goals and priorities. Alameda CTC will perform a systematic examination across all of the categories to identify financial strategies, geographic and modal equity, and co-benefits between proposed improvements as part of the CIP update process

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every two years, when the five-year programming window is shifted two years into the future.

Alameda CTC will examine opportunities to promote the timely delivery of projects, and leveraging of local funds. Programming recommendations will be constrained by the total available programming within the five-year CIP window, and by fund source eligibilities of projects.

Projects outside Alameda CTC's programming availability in the five-year CIP will be considered for inclusion in future funding cycles and CIP updates.

Project Selection Criteria

The CIP project selection criteria as approved and incorporated in the CIP updates, includes traditional programming criteria used previously by the Alameda CTC. The CIP uses four categories of criteria to score each project:

1. Readiness Delivery Criteria
   The project has a well-defined funding plan, budget and schedule; implementation of the project phase is feasible; governing body approval and community support are demonstrated; and the agency has the ability to coordinate among internal and external agencies, as applicable.

2. Needs and Benefits Criteria
   The project need is clearly defined and demonstrates how the transportation improvement will benefit intended users by increasing connectivity, improving access, supporting well-maintained transportation facilities/equipment (as applicable); promotes innovation and a multimodal system; improves safety; supports a clean environment; and strengthens the economy.

3. Matching and Leveraging Funds Criteria
   The project has secured funding from other sources or demonstrates how it will leverage other funds for use on the project.

4. Other Funding Features
   As applicable, other requirements mandated by other funding sources/programs.

Alameda CTC will, to the extent possible, implement the above project selection process using the CIP programming principles identified in Section 6: Programming Principles and Guidelines for programming and allocation decisions.

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SECTION 8: BASIS OF PROJECT COST SHARING

The investments of funding programmed in the CIP considers the overall project cost/funding picture and expected outcomes. The baseline for cost sharing is typically the proportional share of Alameda CTC Administer Funds against the total project costs at completion.

Project Sponsors are required to request Alameda CTC Administered Funds by phase and to provide matching funds to such request by phase. This ensures during any given CIP programming cycle the Commission's requirement for a minimum level of project cost sharing is achieved.

In the event, Alameda CTC funds are required in an earlier phase to increase the competitiveness of a project to leverage other funds sources, Alameda CTC, may at its discretion, make a programming recommendation to a phase without a match, that considers the project cost sharing overall.

A risk sharing arrangement shall be included in any funding agreement which obligates funding allocated by Alameda CTC in advance of its proportional share (based on the total funding) for project phases beyond environmental approval, especially for projects that do not have funding identified for all phases of implementation.

The following principles shall be the basis of cost sharing considered for programming and allocations approved by Alameda CTC:

- Complete Project Information
  Request for allocations through the CIP process and subsequent funding agreement packages shall include a summary of estimated total costs segregated by phase; a corresponding milestone schedule showing begin and end dates for each phase (and any significant delivery milestones within each phase); and the anticipated funding (all sources) for each phase segregated by source.

- Funding Agreement Requirements
  Project cost sharing shall be established in the funding agreements based on the information provided with the request for allocation and funding agreement packages. The cost sharing proportions documented in the funding agreement shall be used for risk sharing associated with the implementation of the phase(s) covered by the agreement.

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- Local Cooperation Policy and Eligibility of Locally Incurred Costs
  Project Sponsors, and local jurisdictions whom are directly benefitting from the expected outcomes a project implemented in their locality by Alameda CTC, the Project Sponsor, or other implementing agencies, are required to be active funding partners to further the delivery of such improvement project.

  Locally incurred costs such as staff costs associated with providing technical assistance, support, or coordination to further the delivery of a project by an implementing agency can be included in the total cost and funding amounts for the purposes of cost and risk sharing at the total project level. However, the costs shall not be included in the costs eligible for reimbursement by the funds allocated by Alameda CTC stipulated in the funding agreement, unless they are specifically identified as eligible in the funding agreement.

  Jurisdictions whom are Measure B/BB/Vehicle Registration Fee Direct Local Distribution (DLD) Recipients are encouraged to use local funds to support matching costs. DLD recipients shall not be eligible for reimbursement for local staff costs from Alameda CTC Administered Funds allocated to the Project. Project Sponsor staff costs can be included in the total cost and other funding amounts for the purpose of meeting the cost and risk sharing provisions of Agreement, but staff costs will not be considered reimbursable costs unless the Project Sponsor is performing direct activities related to the phase of the project.

  Refer to the Local Cooperation Policy in the CIP's Policies and Procedures appendix.

SECTION 9: FUND MANAGEMENT AND CIP ADMINISTRATION

Alameda CTC is responsible for the management and administration of the various funding programs within its programming and allocation purview. The CIP provides a summary of the programmed and allocated amounts for each fund source administered by Alameda CTC, and in some cases the fund sources administered by other agencies.

The fund sources administered by Alameda CTC must be managed in accordance with applicable laws and requirements related to the individual fund sources, and with government accounting standards. The programming and allocations included in the CIP provide the basis for the financial and accounting activities performed by Alameda CTC's annual budget, programming fund estimate, and cash management analysis. In general, the financial and accounting activities performed by Alameda CTC occur in the background of the day-to-day project implementation activities, and do not typically hinder a projects ability to be delivered. The specifics related restrictions of use, or

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timing of reimbursements for allocated fund shall be addressed in the applicable funding agreement(s).

Alameda CTC Administered funds under Alameda CTC's direct administration purview shall be encumbered into a funding agreement with the Project Sponsor. The funding agreement shall be consistent with the original request for allocation/project application that was used to inform Alameda CTC's programming and allocation decision. Alameda CTC provides for a formal and administrative amendment process to amend an executed funding agreement to adjust the scope, funding, milestones, schedules based on a Project Sponsor's request.

CIP Administration

The CIP is updated periodically, as needed, to assess programming and allocations adjustments that reflect project changes resulting from schedule modifications, changes in priorities, new policies, regulations or laws, and funding adjustments. The Commission may amend the CIP at any time if an action must be taken before the next CIP update period. The Commission must approve all project additions or deletions. The Commission authorizes the executive director or his or her designee to administratively approve the acceleration of project/program schedules, as long as they can be accomplished within the budgeted amount. This is to maintain project scheduling and coordination with any other activities that may impact or delay project implementation or development. Significant changes in the scope of work, implementation schedule or costs will be presented to the Commission for consideration.

The CIP is updated in consultation with other planning and programming efforts such as the Alameda County Congestion Management Program, the Countywide Transportation Plan and Alameda CTC's annual budget process.

Annual CIP Update

Annual updates, as needed, include modifications to financial projections and confirmation of programming and allocation commitments in association with Alameda CTC's annual budgetary processes. Additionally, annual updates will examine general strategic planning of its projects and programs, and the status of various commitments, and technical adjustments required periodically.

Biennial CIP Update

Every two years, as needed, Alameda CTC will comprehensively update the CIP to review existing CIP projects and to open a nomination window for new projects. The biennially update occurs on odd number fiscal years, and represents a shift of the programming window to add the next two fiscal years.

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Biennial CIP updates will include review of existing projects and programs to determine whether to recommend continuing or postponing funding and delaying, removing or reincorporating projects/programs. Alameda CTC may recommend additional funding to continue existing approved projects. As part of this update, Alameda CTC will open a nomination window to consider new projects for additional capacity granted with the two-year shift of the programming horizon. Projects submitted during the nomination window that meet the Commission-adopted screening criteria will be evaluated and prioritized for funding consideration.

Periodically, Alameda CTC will reassess the CIP development process, prioritization methodology and allocation process for consistency with any updated policies and goals. Alameda CTC will update and amend the CIP accordingly to account for project changes resulting from schedule modifications, changes in priorities, new policies, regulations or laws, and funding adjustments.

CIP Amendments / Adjustments

CIP Amendments / Adjustments are considered on a case-by-case basis, and may occur in the following situations:

- Alameda CTC made a programming recommendation that received final programming actions by other agencies for federal, State or regional funds.
- Additional funding is needed to complete a CIP project.
- Commission approved programming made off-cycle of a CIP update.
- Matching funds are needed to immediately leverage non-Alameda CTC Administered funds to Alameda County.
- Project Sponsors requested a fund exchange among existing approved projects to prevent delays or cost increases to the project.
- Project Sponsors required updates to reflect additional revenue from new or existing fund sources, or updated confirmed amounts.
- Project Sponsors are unable to meet the environmental and full funding requirements as defined in the sales tax expenditure plans.
- Project Sponsors reported changes such as budget increases, schedule delays or other factors that may impede project delivery.

Adjustments to the current CIP programming and allocation record will be reflected in the next regularly scheduled CIP update.

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SECTION 10: ALLOCATION PROCESS AND REQUIREMENTS

Alameda CTC maintains programming and allocation authority for a variety of transportation fund sources. Programming and allocations shall be approved by Alameda CTC in accordance with the requirements of the individual fund source and with the standard programming and allocation procedures and requirements further described in the CIP's Policies and Procedures appendix.

Generally, Alameda CTC allocates the funding for which it has allocation authority based on Requests for Allocations Packages in the form of separate allocation requests for named projects in the Transportation Expenditure plans or through funding applications submitted to Alameda CTC for funding consideration by Project Sponsors during a CIP call-for projects.

The Request for Allocation package shall include an overall project implementation plan which identifies anticipated costs by phase and potential funding sources for each phase throughout completion of the project. Requests for allocations for multiple phases without specifying amounts for the individual phases shall be considered on a case-by-case basis.

Generally, Requests for Allocation Packages should be submitted to Alameda CTC at least 45 days prior to the regularly scheduled Alameda CTC Commission meeting at which the request will be considered for approval. In some cases, the project activities to be funded by an allocation being requested will be performed by an implementing agency that is different than the sponsor. In such cases, the request for allocation package should be prepared by the implementing agency and submitted to Alameda CTC by the Project Sponsor.

Alameda CTC has allocation authority for funds from the following sources:

- 1986 Measure B (1986 MB);
- 2000 Measure B (2000 MB);
- 2010 Vehicle Registration Fee (VRF);
- 2014 Measure BB (2014 MBB);
- Transportation Fund for Clean Air (TFCA) Program Manager; and
- CMA Transportation Improvement Program (CMATIP).

Alameda CTC allocates to the following phases:

- Planning/Scoping/Conceptual Engineering
- Preliminary Engineering/Environmental Studies
- PS&E/Final Design

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- Right-of-Way Acquisition and Engineering
- Construction Capital and Support
- Equipment/Rolling Stock Acquisition
- Operations and/or Maintenance

SECTION 11: APPROVAL OF ADVANCE/PAYBACK AND EXCHANGE ARRANGEMENTS

Requests for advances or exchanges of funds programmed or allocated by Alameda CTC shall be considered on a case-by-case basis and shall only be approved if Alameda CTC resources permit such advance/exchange, and if a significant benefit to the implementation of the project can be identified.
Requests for such advances or exchanges shall be submitted in writing by the Project Sponsor, and shall include, at minimum:

1. Project Status and Current Implementation Plan
2. Project delivery strategy with the funding or exchange proposal that describes the costs and fund sources to be involved in the proposed advance or exchange.
3. Timing availability of the funds for which the advance or exchange is requested
4. Repayment schedule of Alameda CTC funds that are proposed to be advance
5. Intended use of the funds freed up by the advance or exchanged

Any advance or exchange arrangement involving funds programmed or allocated by Alameda CTC must be approved prior to allocation, and shall be addressed in the applicable funding agreement.

SECTION 12: SELECTION OF PROJECTS AND PROGRAMS FOR FINANCING

Management of the accounts established for the voter-approved funding programs requires forecasts and projections of revenues and expenditures for the revenue sources and expenditure commitments included in each program. The CIP includes revenue projections for each of the funding programs administered by Alameda CTC. Alameda CTC confirms the priorities for the expenditure commitments through the programming and allocations included in the CIP.

While the cumulative committed expenditures remain less than the cumulative revenues, Alameda CTC is able to fund the investments approved in the CIP on a pay-as-you-go basis. When enough projects are approved that create a scenario where the cumulative committed expenditures exceed the cumulative revenues for any of the funding programs, program level financing will be required to make the funds committed available when needed for project implementation.

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The type of financing will be determined by the timing of the need for funding, the current financial markets, and the type of expenditure to be financed. Certain types of financing have restrictions on the timing and the type of expenditures that can be financed. The decision to finance projects and programs requires lead time to identify the most beneficial type of financing, and to perform the activities required for the financing to be approved.

The projects to be financed will be identified when the need for program level financing is identified at the fund account level. Individual project-level finance is only made on a case-by-case basis, where program level financing is not a viable option due to extraordinary circumstances. The basis of the program wide financial models is the information gathered for the programming and allocations approved in the CIP updated to reflect current project or program status.

SECTION 13: PROJECT DELIVERY RESPONSIBILITIES

The implementation of projects in the CIP begins once Alameda CTC approves the funding for the project. The Project Sponsor is the agency that takes the overall responsibility for project delivery, advocacy and reporting for the project regardless if it not the direct implementing agency for the project, unless otherwise agreed through written agreements between the Project Sponsor and the implementing agency.

Alameda CTC acts as project cosponsor, and as implementing agency, for phases of a number of projects and programs. As implementing agency, Alameda CTC incurs eligible project costs through contracts with vendors, staff charges and other direct costs. Implementing agencies, other than Alameda CTC, receive reimbursements from Alameda CTC via funding agreements which encumber the funds allocated by Alameda CTC. Once the funding agreements are in place, implementing agencies may encumber the funds for contracts and other direct costs to deliver the project as provided for in the funding agreement. Alameda CTC monitors the performance of the projects during implementation and after implementation during operations based on information provided by the Project Sponsor.

Throughout the implementation process, Alameda CTC relies on Project Sponsors and implementing agencies to communicate regularly about project activities and status as required by the funding agreements. The regular updates from Project Sponsors support Alameda CTC's management of the overall set of projects. The information collected from Project Sponsors provides the basis of the project status information made available to the public by Alameda CTC.

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Timely and accurate reporting is essential for early identification of potential project or program issues, and of circumstances that may adversely affect project delivery. Alameda CTC needs as much lead time as possible for approving changes to project or program funding in reaction to project risks. Project Sponsors and implementing agencies must communicate risks to Alameda CTC as soon as they are identified by the Project Sponsor or implementing agency.

If a project requires additional funding, or a change to the funding as approved in the CIP, Alameda CTC will review the funding request and consider providing more funding, or approving changes to existing funding, in future CIP update cycles. If an amendment is required prior to the next CIP update cycle to maintain the current implementation schedule, Alameda CTC may approve additional funding, or changes to previously approved funding, at any regularly scheduled Commission meeting.

The CIP document will not be updated and re-published after each off-cycle funding adjustment. Off cycle adjustments to the funding approved in the CIP will be summarized as current programming in the next CIP update cycle.

SECTION 14: PROJECT FUNDING AGREEMENTS

Allocated funds are considered available for encumbrance in funding agreements between the funding agency and the recipient agency.

A funding agreement is required between agencies to allow for reimbursements of eligible project expenditures. The funding agreements specify the financial terms of the agreement, scope of work, costs, schedules and deliverables associated with the implementation of the project. Funding agreements are based on the project information, scope of work, costs, schedules and proposed outcomes at the time of the request for allocation.

Generally, Alameda CTC initiates funding agreement development between recipient agencies immediately after the Commission approves a funding allocation. However, it is the responsibility of the recipient agency to submit a request for funding agreement to the Alameda CTC to receive funds allocated by Alameda CTC. Requests for funding agreement must in accordance with the Timely Use of Fund Policy cited in the CIP Policies and Procedures appendix.

Recipient agencies are responsible for fulfilling all requirements related to executing the funding agreements.

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SECTION 15: PROJECTS REIMBURSEMENT PROCEDURES

Alameda CTC approves reimbursements of eligible project costs based on Request for Reimbursement (RFR) packages submitted by implementing agencies and Project Sponsors which incur reimbursable costs against Alameda CTC Administered Funds encumbered in a funding agreement.

RFR requirements are included in the applicable funding agreements, and Project Sponsor's request generally include

- Itemization of eligible costs incurred to confirm the costs are consistent with the applicable funding agreement
- Itemization of Alameda CTC costs and other sources to calculate any proportional shares and reimbursement ratios set in the funding agreement
- Supporting documentation (timesheets, vendor invoices, proof of payment) for all costs cited within an RFR regardless if costs are intended to be Alameda CTC or non-Alameda CTC funded costs.

Alameda CTC approves RFRs upon sufficient supporting documentation of costs incurred, and based on the availability of funds.

Eligible costs for reimbursements are further described in the Eligible Cost for Reimbursement Policy cited in the CIP's Policies and Procedures appendix.

SECTION 16: ALAMEDA CTC LOCAL BUSINESS CONTRACT EQUITY PROGRAM REQUIREMENTS

All locally funded contracts approved by Project Sponsor, funded wholly or in part with Measure B, Measure BB, and/or Vehicle Registration Fee funds, except for contracts that also include State and/or federal funds or contracts funding non-capital projects (e.g., transit operations), are required to comply with Alameda CTC's Local Business Contract Equity (LBCE) Program.

This includes the obligation to report Local Business Enterprise (LBE), Small Local Business Enterprise, and Very Small Local Business Enterprise participation with all reimbursement requests submitted for contracts costs partially or wholly funded by Alameda CTC, whether or not the contract requires LBE participation.

Project Sponsors receiving Measure B, Measure B, and/or Vehicle Registration Fee funds through the programming and allocation process must follow these program requirements and may be requested to document procurement processes funds to

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verify program compliance. Non-compliance Project Sponsors may have funds subject to rescission, or marked as ineligible for reimbursement, at the discretion of the Alameda CTC.

Alameda CTC's LBCE Program and is available online on the Alameda CTC website.

SECTION 17: PROJECT CLOSEOUT

Project closeout shall be in accordance with the applicable project funding agreement(s).

At a minimum, the Project Sponsor shall provide Alameda CTC with written confirmation that the project is complete with a summary of the final costs, funding and schedule information segregated by phase. If a project will continue beyond the time during the time which Alameda CTC programmed or allocated funds are being expended, the Project Sponsor shall notify Alameda CTC in writing when the expenditure of the funding is complete, and will continue to provide project status updates as required/requested by Alameda CTC until the project is fully implemented and in public service.

Periodic information updates during operations of projects funded by Alameda CTC may be required for monitoring purposes as specified in the applicable funding agreement, and as requested by Alameda CTC.

SECTION 18: PERFORMANCE MONITORING AND REPORTING

Countywide Performance Monitoring and Implementation

Projects that received funding through the CIP have been identified through the programming and allocation process to further the Alameda CTC's Countywide Transportation Plan, modal plans, and local planning documents vision to improve the transportation network. These plans identify project and transportation system investments based on expected outcomes modeled over a up to 30-year planning horizon. As projects are implemented through the CIP programming, Project Sponsors are required to report back to Alameda CTC on the outcomes of the implemented projects, and provide feedback on the planning and investment decisions.

Project Reporting

The CIP requires that each project include performance monitoring goals/metrics to gather project specific performance indicators on individual projects. Funding agreement will include all monitoring and reporting requirements required to capture the benefits and expected outcomes of Alameda CTC's investments.

The reporting requirements include the following:

Progress Reports
The executed funding agreements require regular progress reporting, based on the reporting schedule set forth on the agreement. The progress reports include a status update made toward implementation of the project, including deliverables, commitment status of supplemental funds identified in the funding agreement and adherence to the adopted project schedule.

Corrective Plans
Once a funding agreement is executed, Project Sponsors are required to report changes to the project scope, schedule, cost and funding as soon as the required changes are identified by the Project Sponsor for the Commission's consideration. Reports of changes such as budget increases, schedule delays and other factors that may represent an impediment to successful project delivery in accordance with the agreed-on scope, schedule, cost and funding must be accompanied by a Corrective Plan detailing the Project Sponsor's strategy to deliver the project or program within the proposed new parameters. Alameda CTC must accept the plan before future programming, allocations and reimbursements will be approved.

Final Report
The Project Sponsor must submit a final project delivery report of the completed project contained in a funding agreement. The final report must describe the completed scope of work, the final budget including spend down of all identified fund sources in the funding plan and any performance outcomes included in the funding agreement.

<u>Monitoring Project Sponsor Delivery and Accountability</u>
Alameda CTC will also monitor the Project Sponsor's ability to deliver a project as proposed. Project Sponsors are required to monitor and inform Alameda CTC if there are significant changes in project or program development, implementation schedule or budget. Project Sponsor's delivery record may be considered at future programming cycles or funding requests by the Project Sponsor. Failure to monitor performance or perform required expenditure audits may affect a Project Sponsor's eligibility to receive funding in future CIP update cycles.

Audits
Alameda CTC reserves the right to perform audits to confirm whether costs submitted for reimbursement are consistent with the provisions set forth in the applicable funding agreement(s). The audit may also include a review of

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deliverables and outcomes to determine if they are consistent with the project scope and schedule in the funding agreement. Audits must also be performed for funding sources as described in the 2000 TEP and 2014 TEP.

Alameda CTC will periodically evaluate and summarize the project performance monitoring efforts conducted through the individual project and or comprehensive program updates to the Commission. This is intended to provide feedback on Alameda CTC's investments, including how the projects provided a benefit to the transportation system.

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ALAMEDA
County Transportation Commission

2022 Comprehensive Investment Plan

Appendix A

Technical Detail: Current Programming



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Alameda CTC Comprehensive Investment Plan
Current Programming
Previously Approved Programming and Allocations (2020 CIP Update -5/28/2020)

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Programmed (Thru FY22-23)
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	3,583	3,583						3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	JARC	Transit	O&M	1,417	1,417						1,417
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	Multiple	Lifeline	STA	Transit	CON	450	450						450
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	1,741	1,741						1,741
00009	AC Transit	City of Oakland Broadway Shuttle	1-North	Lifeline	JARC	Transit	O&M	405	405						405
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	TFCA	Prog Mgr	Transit	CON	925	925						925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	2000 MB	07A	Transit	Various	11,510	11,510						11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	2014 MBB	TEP-13	Transit	CON	10,000	10,000						10,000
00056	AC Transit	Grand/MacArthur BRT	1-North	2014 MBB	TEP-15	Transit	Planning / Scoping	97	97						97
00057	AC Transit	College/Broadway Corridor Transit Priority	1-North	2014 MBB	TEP-16	Transit	Planning / Scoping	100	100						100
00171	AC Transit	Line 97 Corridor Improvements (Signal timing component)	Multiple	TFCA	Prog Mgr	Transit	Various	228	228						228
00193	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	1-North	2010 VRF	Disc-Transit	Transit	Various	300	300						300
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	447	447						447
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	PE/Env	536	536						536
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2010 VRF	Disc-Transit	Transit	CON	4,018	4,018						4,018
00087	Alameda	Alameda City Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	505	505						505
00314	Alameda	Otis Drive Traffic Calming and Safety Improvement Project	1-North	TFCA	Prog Mgr	Transit	CON	175	175						175
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Planning / Scoping	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	PE/Env	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Final Design (PS&E)	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	CON	7,650		7,650					
00196	Alameda	Central Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	3,487	3,487						3,487
00197	Alameda	City Wide Street Resurfacing - Pavement Management	1-North	STP/CMAQ	LSR	LSR	CON	827	827						827

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								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Programmed (Thru FY22-23)
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	124	124						124
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	443	443						443
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,451	4,451						4,451
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	PE/Env	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	434	434						434
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	ROW	1,097	1,097						1,097
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	CON	6,376		6,376					
00200	Alameda	Seaplane Lagoon Ferry Terminal	1-North	2014 MBB	TEP-45	Transit	CON	8,200	8,200						8,200
00088	Alameda County	Alameda Co-Various Streets and Roads Preservation	Multiple	OBAG	STP	LSR	CON	1,565	1,565						1,565
00127	Alameda County	Hesperian Blvd Corridor Improvement (A St - I880)	2-Central	2014 MBB	TEP-26	LSR	CON	7,000	7,000						7,000
00162	Alameda County	East Castro Valley Boulevard Class II Bike Lanes	4-East	TFCA	Prog Mgr	Bike/Ped	Various	62	62						62
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2-Central	2000 MB	Disc-TCD	Transit	Planning / Scoping	88	88						88
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	2014 MBB	TEP-26	LSR	CON	7,600	7,600						7,600
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	245	245						245
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	9,300		9,300					
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	STP/CMAQ	LSR	LSR	CON	2,171	2,171						2,171
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	STP/CMAQ	LSR	LSR	CON	1,779	1,779						1,779
00319	Alameda County	Hesperian Blvd Class 2 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	2010 VRF	Disc-Transit	Transit	Various	7,000	7,000						7,000
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	2000 MB	Disc-BP	Bike/Ped	Various	8	8						8
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	2000 MB	Disc-PT	Paratransit	O&M	109	109						109
00053	Alameda CTC	Affordable Student Transit Pass Programs	Multiple	2014 MBB	TEP-08	Transit	O&M	15,000	15,000						15,000

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								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Programmed (Thru FY22-23)
00054	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	Multiple	2014 MBB	TEP-12	Paratransit	Planning / Scoping	1	1						1
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	PE/Env	3,000	3,000						3,000
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	Final Design (PS&E)	6,600	6,600						6,600
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	ROW	2,400	2,400						2,400
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	CON	2,400	2,400						2,400
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Planning / Scoping	100	100						100
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	PE/Env	4,000	4,000						4,000
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Final Design (PS&E)	5,500	5,500						5,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	PE/Env	4,000	4,000						4,000
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	Final Design (PS&E)	16,500	16,500						16,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	ROW	20,000	20,000						20,000
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	CON	81,500	81,500						81,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	CON	6,200	6,200						6,200
00072	Alameda CTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	4-East	2014 MBB	TEP-32	HWY	CON	10,000	10,000						10,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	Multiple	2014 MBB	TEP-35	HWY	Final Design (PS&E)	5,000	5,000						5,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	Multiple	2014 MBB	TEP-35	HWY	CON	15,000	15,000						15,000
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	2014 MBB	TEP-38	HWY	Planning / Scoping	925	925						925
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	2014 MBB	TEP-38	HWY	PE/Env	4,750	4,750						4,750
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	2014 MBB	TEP-39	HWY	Planning / Scoping	825	825						825
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	2014 MBB	TEP-39	HWY	PE/Env	4,750	4,750						4,750
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	2014 MBB	TEP-42	Bike/Ped	PE/Env	3,500	3,500						3,500
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	12,000		12,000					
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	1986 MB	MB226	LSR	CON	85,500	85,500						85,500

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Programmed (Thru FY22-23)
00117	Alameda CTC	I-680 Sunol SB Express Lane	Multiple	2000 MB	08A	HWY	O&M	4,500	4,500						4,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	Multiple	2000 MB	08A	HWY	CON	20,000	20,000						20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2000 MB	08B	HWY	Final Design (PS&E)	4,500	4,500						4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2014 MBB	TEP-35	HWY	CON	10,000	10,000						10,000
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2000 MB	08B	HWY	CON	100,000	100,000						100,000
00120	Alameda CTC	Alameda County Rail Strategy Study	Multiple	2014 MBB	TEP-27	Freight	Planning / Scoping	250	250						250
00131	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	4-East	2014 MBB	TEP-26	HWY	Planning / Scoping	17	17						17
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	9,550	9,550						9,550
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	CON	8,000	8,000						8,000
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Planning / Scoping	1,808	1,808						1,808
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	PE/Env	3,500	3,500						3,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	Planning / Scoping	1,500	1,500						1,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	PE/Env	7,500	7,500						7,500
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	35,020	35,020						35,020
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	18,000	18,000						18,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	ROW	23,000	23,000						23,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	CON	37,000	37,000						37,000
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	Multiple	2014 MBB	TEP-26	Multiple	Various	4,200	4,200						4,200
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	Multiple	2014 MBB	TEP-41	Freight	Various	300	300						300
00159	Alameda CTC	Matching Program for Last Mile Connection Technology Programs	Multiple	2014 MBB	TEP-46	Transit	Various	200	200						200
00161	Alameda CTC	Overall Planning/Monitoring Services	Multiple	2014 MBB	TEP-46	Multiple	Various	100	100						100
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Multiple	TFCA	Prog Mgr	Multiple	Various	210	210						210
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	Multiple	TFCA	Prog Mgr	Transit	Various	270	270						270

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									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Programmed (Thru FY22-23)
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	Multiple	2000 MB	Disc-TCD	Bike/Ped	Planning / Scoping	200	200						200
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	O&M	1,089	1,089						1,089
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	2014 MBB	TEP-45	Transit	O&M	644	644						644
00206	Alameda CTC	Comprehensive Multimodal Monitoring	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	1,250	1,250						1,250
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	1,508	1,508						1,508
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	CON	1,500		500	500	500			
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	CMA-TIP	Other	Bike/Ped	CON	200	200						200
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	8,372	8,372						8,372
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	2014 MBB	TEP-27	Freight	O&M	6,000	3,000	3,000					3,000
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	PE/Env	7,500	7,500						7,500
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Final Design (PS&E)	22,500	22,500						22,500
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	2014 MBB	TEP-46	Multiple	Planning / Scoping	1,000	1,000						1,000
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	405	405						405
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	16,595	16,595						16,595
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	Final Design (PS&E)	151	151						151
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	CON	389	389						389
00280	Alameda CTC	Toll Revenue Forecasting	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	500	500						500
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	PE/Env	5,000	5,000						5,000
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Planning / Scoping	5,500	5,500						5,500
00289	Alameda CTC	Student Transit Pass Program	Multiple	2014 MBB	TEP-07	Transit	O&M	23,500	2,800	6,700	6,700	7,300			2,800
00313	Alameda CTC	Countywide Model Update	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	800	800						800
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	Multiple	TFCA	Prog Mgr	Multiple	O&M	100	100						100
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	1-North	TFCA	Prog Mgr	Bike/Ped	Various	95	95						95

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								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Programmed (Thru FY22-23)
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	1-North	STP/CMAQ	LSR	Bike/Ped	CON	340	340						340
00021	ASEB	Special Transportation Services for Individuals with Dementia	Multiple	2000 MB	Disc-PT	Paratransit	O&M	400	400						400
00300	ASEB	Regrowth of Transportation Services for Individuals with Dementia	Multiple	2000 MB	Disc-PT	Paratransit	O&M	797	305	159	164	169			305
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	Multiple	Lifeline	STA	Transit	O&M	250	250						250
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Planning / Scoping	2,760	2,760						2,760
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Final Design (PS&E)	16,450	16,450						16,450
00059	BART	Bay Fair Connector/BART Metro	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	85	85						85
00172	BART	BART West Oakland Bike Locker Plaza	1-North	TFCA	Prog Mgr	Transit	Various	55	55						55
00215	BART	BART to Livermore	4-East	TCRP	TCRP	Transit	PE/Env	1,700	1,700						1,700
00215	BART	BART to Livermore	4-East	2000 MB	26	Transit	PE/Env	1,400	1,400						1,400
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	500	500						500
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	PE/Env	5,000	5,000						5,000
00304	BART	19th Street Oakland BART Modernization	1-North	2014 MBB	TEP-19	Transit	CON	10,000	10,000						10,000
00318	BART	West Oakland BART Station Bike Locker Expansion	1-North	TFCA	Prog Mgr	Transit	CON	100	100						100
00089	Berkeley	Shattuck Complete Streets and De-couplet	1-North	OBAG	STP	Bike/Ped	CON	2,777	2,777						2,777
00097	Berkeley	Hearst Avenue Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	2,256	2,256						2,256
00165	Berkeley	Berkeley Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	Various	137	137						137
00177	Berkeley	Hearst Ave Complete Streets	1-North	TFCA	Prog Mgr	Bike/Ped	CON	88	88						88
00184	Berkeley	Berkeley Citywide Bike Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	29	29						29
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	49	49						49
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	59	59						59
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	613	613						613

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00220	Berkeley	Milvia Bikeway Project	1-North	2000 MB	Disc-BP	Bike/Ped	PE/Env	350	350						350
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	220	220						220
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	387	387						387
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	613	613						613
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	7,335	7,335						7,335
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Multiple	2000 MB	Disc-PT	Paratransit	O&M	535	535						535
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	306	306						306
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Multiple	2014 MBB	TEP-12	Paratransit	O&M	1,004	389	192	198	225			389
00023	CIL	Mobility Matters Project	Multiple	2000 MB	Disc-PT	Paratransit	O&M	679	679						679
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	Multiple	2000 MB	Disc-PT	Paratransit	O&M	500	500						500
00293	CIL	Community Connections Program (CoCo)	Multiple	2000 MB	Disc-PT	Paratransit	O&M	940	376	188	188	188			376
00291	CRIL	Travel Training: Oh The Places You Will Go!	Multiple	2000 MB	Disc-PT	Paratransit	O&M	486	324	162					324
00173	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	2-Central	TFCA	Prog Mgr	Transit	Various	123	123						123
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128
00320	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations	2-Central	TFCA	Prog Mgr	Transit	O&M	215	215						215
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	O&M	220	220						220
00295	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	970	388	194	194	194			388
00052	Dublin	Iron Horse Transit Route - Dougherty Road	4-East	2000 MB	09	Multiple	CON	6,267	6,267						6,267
00090	Dublin	Dublin Boulevard Preservation	4-East	OBAG	STP	LSR	CON	470	470						470
00123	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	4-East	2014 MBB	TEP-26	LSR	CON	11,200	11,200						11,200
00124	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	4-East	2014 MBB	TEP-26	LSR	CON	3,000	3,000						3,000
00166	Dublin	San Ramon Road Arterial Mgmt	4-East	TFCA	Prog Mgr	LSR	Various	146	146						146
00224	Dublin	City of Dublin Street Rehab	4-East	STP/CMAQ	LSR	LSR	CON	661	661						661

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00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	PE/Env	2,374	2,374						2,374
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	Final Design (PS&E)	5,374	5,374						5,374
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	166	166						166
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,128	1,128						1,128
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	CON	4,751	4,751						4,751
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	TFCA	Prog Mgr	Bike/Ped	CON	856	856						856
00315	Dublin	Tassajara Road Arterial Management Project	4-East	TFCA	Prog Mgr	Transit	CON	146	146						146
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	1-North	2014 MBB	TEP-42	Bike/Ped	CON	642	642						642
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	1-North	2014 MBB	TEP-42	Bike/Ped	CON	2,833	2,833						2,833
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	296	296						296
00292	Eden I&R	Mobility Management Through 211 Alameda County	Multiple	2000 MB	Disc-PT	Paratransit	O&M	747	272	153	157	165			272
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	952	380	225	171	176			380
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	Multiple	2000 MB	Disc-PT	Paratransit	O&M	174	174						174
00141	Emeryville	South Bayfront Bridge	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,895	1,895						1,895
00141	Emeryville	South Bayfront Bridge	1-North	TFCA	Prog Mgr	Bike/Ped	CON	105	105						105
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00230	Emeryville	Emery Go Round General Benefit Operations	1-North	2014 MBB	TEP-45	Transit	O&M	2,500	2,000	500					2,000
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	1-North	STP/CMAQ	LSR	LSR	CON	225	225						225
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	1-North	2000 MB	Disc-TCD	Transit	CON	930	930						930
00271	Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	52	52						52
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets (TCEP Match)	1-North	2014 MBB	TEP-41	Freight	CON	1,800	1,800						1,800
00301	Emeryville	Emeryville Senior Center Group Trips Bus Purchase	Multiple	2000 MB	Disc-PT	Paratransit	O&M	132	132						132
00025	Fremont	Tri-City Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	431	431						431

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00026	Fremont	Tri-City Volunteer Driver Programs	3-South	2000 MB	Disc-PT	Paratransit	O&M	549	549						549
00027	Fremont	Tri-City Taxi Voucher Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	450	450						450
00091	Fremont	Fremont City Center Multi-Modal Improvements	3-South	OBAG	STP	Multiple	CON	1,288	1,288						1,288
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-45	Transit	CON	25,000	25,000						25,000
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-21	Transit	CON	5,000	5,000						5,000
00143	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	41	41						41
00152	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	3-South	2014 MBB	TEP-42	Multiple	Planning / Scoping	42	42						42
00153	Fremont	Scoping: Fremont BART Station West Side Enhancement	3-South	2014 MBB	TEP-45	Transit	Planning / Scoping	42	42						42
00154	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	3-South	2014 MBB	TEP-45	Bike/Ped	Planning / Scoping	42	42						42
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	3-South	TFCA	Prog Mgr	LSR	CON	425	425						425
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	3-South	TFCA	Prog Mgr	LSR	CON	646	646						646
00233	Fremont	City of Fremont Pavement Rehabilitation Project	3-South	STP/CMAQ	LSR	LSR	CON	2,760	2,760						2,760
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	PE/Env	386	386						386
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	799	799						799
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	CON	6,510	6,510						6,510
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	PE/Env	1,901	1,901						1,901
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,553	3,553						3,553
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	PE/Env	443	443						443
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,328	1,328						1,328
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	CON	7,525	7,525						7,525
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	3-South	2014 MBB	TEP-45	Bike/Ped	CON	5,000	5,000						5,000
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	298	298						298
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	731	279	149	151	152			279

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00305	Fremont	I-680 Interchange Modernization & Area Impvts. (Mission Blvd, Washington, Auto Mall Pkwy, Auto Mall Pkwy / WarmSprings Intersection)	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	3,000	3,000						3,000
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	1,000	1,000						1,000
00308	Fremont	Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone	3-South	2014 MBB	TEP-21	Freight	CON	977	977						977
00309	Fremont	I-880 Bridge at Pacific Commons Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,100	2,100						2,100
00311	Fremont	Sabercat Trail Connection to Irvington BART Station Area	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env								
00322	Fremont	Former State Route 84 Pavement Rehabilitation	3-South	2014 MBB	TEP-21	LSR	CON	2,000	2,000						2,000
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	750	750						750
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	Final Design (PS&E)	250		250					
00307	Fremont/ Union City	Decoto Boulevard Complete Streets w/Transit Priority Project	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	3,500	3,500						3,500
00312	Fremont/ Union City	Dumbarton to Quarry Lakes Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,000	2,000						2,000
00092	Hayward	Hayward - Industrial Boulevard Preservation	2-Central	OBAG	STP	LSR	CON	1,265	1,265						1,265
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	2014 MBB	TEP-26	LSR	CON	21,500	21,500						21,500
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	175	175						175
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	1,500	1,500						1,500
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2-Central	2014 MBB	TEP-26	HWY	Planning / Scoping	440	440						440
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	Final Design (PS&E)	88	88						88
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	CON	1,662	1,662						1,662
00283	LARPD/TVC	Valley Trails Connection Project	4-East	CMA-TIP	Other	Bike/Ped	Various	110	110						110
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	STA	Transit	O&M	388	388						388
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	JARC	Transit	O&M	129	129						129
00160	LAVTA	Pilot Transit Program for Last Mile Connections	4-East	2000 MB	Disc-Transit	Transit	Various	51	51						51
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	4-East	TFCA	Prog Mgr	Transit	Various	275	275						275
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Transit	O&M	318	318						318

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00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	152	152						152
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	CON	1,262	1,262						1,262
00245	LAVTA	Wheels Forward/2020 Plan	4-East	2000 MB	Disc-Transit	Transit	Planning / Scoping	220	220						220
00298	LAVTA	Para-Taxi Debit Card	4-East	2000 MB	Disc-PT	Paratransit	O&M	87	39	16	16	16			39
00299	LAVTA	Para-Taxi Operations	4-East	2000 MB	Disc-PT	Paratransit	O&M	140	49	28	30	33			49
00321	LAVTA	LAVTA Rte 30 BRT Operations, FYs 19/20 and 20/21	4-East	TFCA	Prog Mgr	Transit	O&M	477	477						477
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	O&M	22	22						22
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	275	275						275
00296	LIFE ElderCare	Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults	Multiple	2000 MB	Disc-PT	Paratransit	O&M	1,023	339	200	234	250			339
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	20	20						20
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	30	30						30
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	160	160						160
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	193	193						193
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	CON	1,407	1,407						1,407
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	4-East	STP/CMAQ	LSR	LSR	CON	1,382	1,382						1,382
00247	Livermore	Vasco Road/I-580 Interchange Improvements	4-East	2014 MBB	TEP-34	HWY	PE/Env	1,380	1,380						1,380
00102	MTC	Regional Planning Activities and PPM - Alameda	Multiple	OBAG	STP	Multiple	PE/Env	1,034	1,034						1,034
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75	75						75
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	PE/Env	325	325						325
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	350	350						350
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	CON	4,000	4,000						4,000
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	Multiple	2010 VRF	Disc-Transit	Transit	PE/Env	500	500						500

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00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	Multiple	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	800	800						800
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	Multiple	2010 VRF	Disc-Transit	Transit	PE/Env	300	300						300
00327	MTC / Alameda CTC	I-80 Powell Interchange	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	250	250						250
00328	MTC / Alameda CTC	Bay Bridge Bicycle/Pedestrain LINK	Multiple	2000 MB	Disc-BP	Transit	Final Design (PS&E)	3,000	3,000						3,000
00099	Newark	Enterprise Drive Complete Streets and Road Diet	3-South	OBAG	STP	Bike/Ped	CON	454	454						454
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	Final Design (PS&E)	2,765	2,765						2,765
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	CON	11,134	11,134						11,134
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	ROW	2,155	2,155						2,155
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	3-South	STP/CMAQ	LSR	LSR	CON	592	592						592
00028	Oakland	Taxi-Up & Go Project	Multiple	2000 MB	Disc-PT	Paratransit	O&M	350	350						350
00064	Oakland	Oakland Broadway Corridor Transit	1-North	2014 MBB	TEP-24	Transit	Planning / Scoping	50	50						50
00093	Oakland	Lake Merritt BART Bikeways	1-North	OBAG	STP	Bike/Ped	CON	571	571						571
00094	Oakland	Oakland Complete Streets	1-North	OBAG	STP	LSR	CON	3,384	3,384						3,384
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	STP	Bike/Ped	CON	4,446	4,446						4,446
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	CMAQ	Bike/Ped	CON	2,554	2,554						2,554
00100	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	1-North	OBAG	CMAQ	Bike/Ped	CON	5,452	5,452						5,452
00103	Oakland	7th Street West Oakland Transit Village, Phase II	1-North	OBAG	CMAQ	Bike/Ped	CON	3,288	3,288						3,288
00121	Oakland	Oakland Army Base Roadway Infrastructure Improvements	1-North	2014 MBB	TEP-26	Freight	CON	41,000	41,000						41,000
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	1-North	2014 MBB	TEP-26	Freight	CON	5,000	5,000						5,000
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,300	1,300						1,300
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	CON	5,300	5,300						5,300
00137	Oakland	I-880/42nd-High Street Access Improvements	1-North	2014 MBB	TEP-40	HWY	CON	10,000	10,000						10,000

Alameda CTC Comprehensive Investment Plan
Current Programming
Previously Approved Programming and Allocations (2020 CIP Update -5/28/2020)

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Programmed (Thru FY22-23)
00167	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	1-North	TFCA	Prog Mgr	Transit	Various	210	210						210
00168	Oakland	CityRacks, Phase 12	1-North	TFCA	Prog Mgr	Bike/Ped	Various	124	124						124
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	1-North	TFCA	Prog Mgr	Transit	O&M	367	367						367
00180	Oakland	Broadway Shuttle Operations	1-North	2014 MBB	TEP-45	Transit	O&M	1,650	1,320	330					1,320
00180	Oakland	Broadway Shuttle Operations	1-North	TFCA	Prog Mgr	Transit	O&M	603	603						603
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	PE/Env	225	225						225
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	Final Design (PS&E)	1,725	1,725						1,725
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	250	250						250
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,250	1,250						1,250
00251	Oakland	E 12th Street Bikeway	1-North	TFCA	Prog Mgr	Bike/Ped	CON	140	140						140
00252	Oakland	East Oakland Community Streets Plan	1-North	2014 MBB	TEP-45	LSR	Planning / Scoping	100	100						100
00253	Oakland	Fruitvale Ave Gap Closure	1-North	2014 MBB	TEP-44	Bike/Ped	CON	1,634	1,634						1,634
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	80	80						80
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	320	320						320
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,392	4,392						4,392
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	2,500	2,500						2,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	Final Design (PS&E)	1,500	1,500						1,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	CON	9,500	9,500						9,500
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	PE/Env	734	734						734
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	CON	4,161	4,161						4,161
00259	Oakland	OakMob Transportation Demand Management (TDM)	1-North	2014 MBB	TEP-45	Transit	O&M	215	215						215
00323	Oakland	Broadway Transit Lanes	1-North	2014 MBB	TEP-24	Transit	CON	4,000	4,000						4,000

Alameda CTC Comprehensive Investment Plan
Current Programming
Previously Approved Programming and Allocations (2020 CIP Update -5/28/2020)

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Programmed (Thru FY22-23)
00101	Piedmont	Piedmont Complete Streets (CS)	1-North	OBAG	STP	Bike/Ped	CON	129	129						129
00260	Piedmont	Oakland Avenue Improvements	1-North	STP/CMAQ	LSR	LSR	CON	168	168						168
00285	Piedmont	Piedmont LSR Exchange Projects	1-North	CMA-TIP	Other	LSR	CON	(208)	(208)						(208)
00286	Piedmont	Oakland Avenue Pedestrian Bridge Railing Project	1-North	CMA-TIP	Other	LSR	CON	208	208						208
00029	Pleasanton	Downtown Route Shuttle (DTR)	4-East	2000 MB	Disc-PT	Paratransit	O&M	148	148						148
00104	Pleasanton	Pleasanton Complete Streets	4-East	OBAG	STP	Bike/Ped	CON	832	832						832
00169	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	4-East	TFCA	Prog Mgr	Transit	Various	53	53						53
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Bike/Ped	O&M	130	130						130
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	4-East	STP/CMAQ	LSR	LSR	CON	1,095	1,095						1,095
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	4-East	2014 MBB	TEP-26	HWY	CON	5,200	5,200						5,200
00316	Pleasanton	Citywide Trip Reduction Program	4-East	TFCA	Prog Mgr	Transit	O&M	80	80						80
00144	Port of Oakland	Scoping: Airport Drive Overlay	1-North	2014 MBB	TEP-26	Multiple	Planning / Scoping	42	42						42
00145	Port of Oakland	Scoping: Port Terminal Seismic Monitoring Program	1-North	2014 MBB	TEP-26	Freight	Planning / Scoping	7	7						7
00146	Port of Oakland	Scoping: Port Area ITS Deployment	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00147	Port of Oakland	Scoping: Middle Harbor Road Improvements	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00148	Port of Oakland	Scoping: Port Terminal Lighting Upgrade	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00149	Port of Oakland	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50						50
00150	Port of Oakland	Scoping: Airport Perimeter Dike	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	30	30						30
00151	Port of Oakland	Scoping: 7th Street Grade Separation East	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	2014 MBB	TEP-26	LSR	CON	30,000	30,000						30,000
00096	San Leandro	San Leandro Boulevard Preservation	1-North	OBAG	STP	LSR	CON	804	804						804
00170	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	2-Central	TFCA	Prog Mgr	Transit	Various	50	50						50
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	130	130						130

Alameda CTC Comprehensive Investment Plan
Current Programming
Previously Approved Programming and Allocations (2020 CIP Update -5/28/2020)

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Programmed (Thru FY22-23)
00190	San Leandro	LINKS Shuttle Operations	2-Central	2014 MBB	TEP-45	Transit	O&M	1,020	820	200					820
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	2014 MBB	TEP-26	LSR	CON	1,821		1,821					
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	PE/Env	73	73						73
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	CON	975	975						975
00030	SHS	Rides for Seniors	Multiple	2000 MB	Disc-PT	Paratransit	O&M	235	235						235
00051	SJRRC	ACE Capital	Multiple	2000 MB	01	Transit	Various	13,184	13,184						13,184
00031	SSPTV	Volunteer Assisted Senior Transportation Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	325	325						325
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	210	210						210
00297	SSPTV	Volunteers Assisting Seniors with Transportation (VAST)	4-East	2000 MB	Disc-PT	Paratransit	O&M	560	215	112	115	118			215
00010	Union City	Operations Support for Route 2	3-South	Lifeline	STA	Transit	O&M	220	220						220
00062	Union City	Union City Intermodal Station	3-South	2014 MBB	TEP-22	Transit	Planning / Scoping	51	51						51
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	PE/Env	5	5						5
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	780	780						780
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	CON	5,779	5,779						5,779
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	CMA-TIP	Other	Bike/Ped	CON	1,100	1,100						1,100
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	TFCA	Prog Mgr	Bike/Ped	CON	136	136						136
00266	Union City	Dyer Road Pavement Rehabilitation	3-South	STP/CMAQ	LSR	LSR	CON	872	872						872
00267	Union City	Bicycle and Pedestrian Master Plan Update	3-South	2000 MB	Disc-BP	Bike/Ped	Planning / Scoping	150	150						150
00317	Union City	Union City IDEA Grant Traffic Signal Control Improvement	4-East	TFCA	Prog Mgr	Transit	CON	221	221						221
00294	USOAC	Senior Public Transportation Training and Education Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	419	96	103	108	112			96
00281	Various	State Transportation Improvement Program	Multiple	STIP	RIP	HWY	Various	48,813	48,813						48,813
00282	Various	Lifeline Cycle 5 Program	Multiple	Lifeline	Various	Transit	Various	4,789	4,789						4,789
							Totals	**1,307,389**	**1,238,357**	**50,508**	**8,926**	**9,598**			**1,238,357**

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ALAMEDA
County Transportation Commission

2022 Comprehensive Investment Plan

Appendix B

Technical Detail: Changes to Current Programming and Allocations



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Alameda CTC Comprehensive Investment Plan
Changes to Current Programming
Programming And Allocation Adjustments to previously approved 2020 CIP Update

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)	Change Notes
00379	AC Transit	Quick Builds	1-North	STP/CMAQ	STP/CMAQ	Transit	CON	954		954					954	New programming/allocation.
00380	AC Transit	Tempo Quick Build Transit Lane Delineation	1-North	STP/CMAQ	STP/CMAQ	Transit	CON	300		300					300	New programming/allocation.
00381	AC Transit	Oakland Traffic Management Center	1-North	2000 MB	Disc-Transit	Transit	CON	375		375					375	New programming/allocation.
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	CON			(7,650)		7,650			(7,650)	Reprogrammed to future year.
00345	Alameda	Alameda Commercial and Slow Streets Program	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75	Previously Approved Allocation on 11/19/20.
00358	Alameda	Implement 8 School Safety Assessments in Alameda	1-North	2000 MB	Disc-BP	Bike/Ped	CON	84		84					84	New programming/allocation.
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	2000 MB	Disc-BP	Bike/Ped	CON	192		192					192	New programming/allocation.
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100		100					100	New programming/allocation.
00335	Alameda	West End Bike Ped Bridge Project	1-North	2014 MBB	TEP-37	Bike/Ped	Planning / Scoping	$ 1,555	$ 1,555						1,555	Previously Approved Allocation on 1/28/21.
00329	Alameda County	East Lewelling Blvd Class 4 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137	Previously Approved Allocation on 10/22/20.
00344	Alameda County	Unincorporated Alameda County Bicycle Route Signage	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	40	40						40	Previously Approved Allocation on 11/19/20.
00357	Alameda County	Sidewalk & Intersection Improvements to access Royal Sunset High School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	136		136					136	New programming/allocation.
00377	Alameda County	Anita Avenue Streetscape Improvements	2-Central	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	2,000		2,000					2,000	New programming/allocation.
00396	Alameda County	East Lewelling Blvd Streetscape Improvements Phase II	2-Central	2010 VRF	Disc-BP	Bike/Ped	CON	1,950			1,950				1,950	New programming/allocation.
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	1,852		1,852					1,852	New programming/allocation.
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	98		98					98	New programming/allocation.
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	CON	11,689	11,689						11,689	Previously Approved Allocation of $1,587M and $10,102M respectively on on 3/26/21 and 5/25/21.
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Final Design (PS&E)	3,000		3,000					3,000	New programming/allocation.
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	STIP	RIP	HWY	CON	50		50					50	Previously Approved Recommendation 5/27/21. Allocation subject to MTC/CTC final approval.
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	CON	(4,800)		(4,800)					(4,800)	Reprogramming as an LPP exchange. $4.8M in MBB exchanged to CIPID 00155: GoPort
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	SB-1	LPP	HWY	CON	8,600	3,800	4,800					8,600	Reprogramming as an LPP exchange. Originally $3.8M. added $4.8M exchanged from CIPID 00155: GoPort
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	2014 MBB	TEP-38	HWY	Final Design (PS&E)	5,125	5,125						5,125	Previously Approved Allocation on 7/23/20.
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	2014 MBB	TEP-39	HWY	Final Design (PS&E)	5,125	5,125						5,125	Previously Approved Allocation on 7/23/20.
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	STIP	RIP	HWY	CON	50		50					50	Previously Approved Recommendation 5/27/21. Allocation subject to MTC/CTC final approval.
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)			(12,000)		12,000			(12,000)	Reprogrammed to future year.
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	1986 MB	MB226	LSR	CON	(66,150)	(66,150)						(66,150)	Previously approved reprogramming on March 2018, Alameda CTC (CIPID0084) to Union City (CIPID 00333).
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	STIP	RIP	HWY	CON	50		50					50	Previously Approved Recommendation 5/27/21. Allocation subject to MTC/CTC final approval.
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	4,800		4,800					4,800	Reprogramming as an LPP/MBB exchange. $4.8M in MBB TEP-26 exchanged from CIPID 00071: SR84-I680.
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	SB-1	LPP	Freight	CON	3,800		3,800						Reprogramming as an LPP/MBB exchange. Originally $8.6M LPP. $4.8M moved to CIPID 00071: SR84-I680.

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Alameda CTC Comprehensive Investment Plan
Changes to Current Programming
Programming And Allocation Adjustments to previously approved 2020 CIP Update

CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programming and Allocations ($ x 1,000)							Change Notes
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
								Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)	
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	O&M	678	678						678	Previously Approved Allocation on 10/22/20.
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	2014 MBB	TEP-45	Transit	O&M	360		360					360	New Programming/Allocation.
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	200		200					200	New programming/allocation serving as match to MTC Quick-Strike program funds (CIPID 00407).
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	CON	(1,246)		(500)	(500)	(246)			(1,000)	New programming/allocation to specific SR2S Mini-grants CIPID 00357 to 00372.
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	CMA-TIP	Other	Bike/Ped	CON	(200)	(200)						(200)	New programming/allocation to specific SR2S Mini-grants CIPID 00357 to 00372.
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	2014 MBB	TEP-27	Freight	O&M	(3,640)	(3,000)	(3,000)		2,360			(6,000)	Previously Approved Programming on 4/22/21: $3,640M moved to CIPID 00339; funds reprogrammed.
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	STIP	RIP	HWY	CON	5,793		5,793					5,793	Previously Approved Recommendation 5/27/21. Allocation subject to MTC/CTC final approval.
00280	Alameda CTC	Toll Revenue Forecasting	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	375		375					375	New programming/allocation.
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	PE/Env	800	800						800	Previously Approved Allocation on 11/19/20.
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	Final Design (PS&E)	10,000	10,000						10,000	Previously Approved Allocation on 5/27/21.
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	ROW	5,966	5,966						5,966	Previously Approved Allocation on 5/27/21.
00287	Alameda CTC	Oakland Alameda Access Project	1-North	STIP	RIP	HWY	CON	50		50					50	Previously Approved Recommendation 5/27/21. Allocation subject to MTC/CTC final approval.
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Final Design (PS&E)	1,500	1,500						1,500	Previously Approved Allocation on 11/19/20.
00343	Alameda CTC	Alameda CTC STIP Administration (Planning, Programming and Monitoring)	Multiple	STIP	RIP	Various	Various	315		315					315	Previously Approved Recommendation 5/27/21. Allocation subject to MTC/CTC final approval.
00406	Alameda CTC	CTA Planning & Programming (for Various Youth and Adult Bicycle Promotion & Education)	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning/ Scoping	160		160					160	New programming/allocation.
00407	Alameda CTC	Alameda County Safe Routes to Schools	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning/ Scoping	1,500		1,500					1,500	New programming/allocation.
00408	Alameda CTC	CTA Planning & Programming	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning/ Scoping	354		354					354	New programming/allocation.
00346	Albany	Solano and Marin Ave Sidewalk Improvements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75	Previously Approved Allocation on 11/19/20.
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	2000 MB	Disc-BP	Bike/Ped	CON	741			741				741	New programming/allocation.
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	TFCA	Prog Mgr	Bike/Ped	CON	85			85				85	New programming/allocation.
00339	BAAQMD / CEC	Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (NorCAL Drayage)	1-North	2014 MBB	TEP-27	Freight	CON	$ 3,640	$ 3,640						3,640	Previously Approved Programming on 4/22/21: $3,640M moved from CIPID 00209 to CIPID 00339.
00339	BAAQMD / CEC	Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (NorCAL Drayage)	1-North	2014 MBB	TEP-27	Freight	CON	$ (3,640)	$ (3,640)						(3,640)	Deprogrammed TEP-27 to change fund source to TEP-46 funds in like amount.
00339	BAAQMD / CEC	Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (NorCAL Drayage)	1-North	2014 MBB	TEP-46	Freight	CON	$ 3,640	$ 3,640						3,640	Adjustment to o change fund source to TEP-46 funds in like amount of TEP-27.
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	PE/Env	(5,000)	(5,000)						(5,000)	Reprogrammed funds to CIPID 00341: BART Vehicle Overhaul and Heavy Repairs Shop (VOHRS)
00304	BART	19th Street Oakland BART Modernization	1-North	2014 MBB	TEP-19	Transit	CON	7,650		7,650					7,650	New programming/allocation.
00341	BART	Vehicle Overhaul and Heavy Repairs Shop (VOHRS)	2-Central	2014 MBB	TEP-18	Transit	Final Design (PS&E)	$ 5,000		5,000					5,000	New programming/allocation. Reprogrammed funds from CIPID 00216: BART Bay Fair Connection.
00330	Berkeley	Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON	117	117						117	Previously Approved Allocation on 10/22/20.
00347	Berkeley	Berkeley Healthy Streets Program Expansion	1-North	2000 MB	Disc-BP	Bike/Ped	CON	52	52						52	Previously Approved Allocation on 11/19/20.
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	22		22					22	New programming/allocation.

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Alameda CTC Comprehensive Investment Plan
Changes to Current Programming
Programming And Allocation Adjustments to previously approved 2020 CIP Update

								Programming and Allocations ($ x 1,000)								
									Prior Allocations	Two-Year Allocation Plan		Future Programming				
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)	Change Notes
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	52		52					52	New programming/allocation.
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TCD	Transit	Planning / Scoping	110		110					110	New programming/allocation.
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TCD	Transit	PE/Env	180		180					180	New programming/allocation.
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	61		61					61	New programming/allocation.
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	153		153					153	New programming/allocation.
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	1,057			1,057				1,057	New programming/allocation.
00410	Berkeley	Adeline Street Transportation Improvements	1-North	2010 VRF	Transit	Transit	PE/Env	495			495				495	New programming/allocation.
00295	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	(388)		(194)	(194)	(194)			(388)	Deallocation. Project Sponsor cancelled project.
00348	Dublin	Regional Street Improvement Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75	Previously Approved Allocation on 11/19/20.
00361	Dublin	Safe Routes to School - Crosswalk Improvements Project	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	94		94					94	New programming/allocation.
00402	Dublin	Safe Routes to School Improvements Dublin	4-East	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	$ 500		500					500	New programming/allocation.
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2000 MB	Disc-TCD	Bike/Ped	Final Design (PS&E)	41		41					41	New programming/allocation.
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2010 VRF	Disc-BP	Bike/Ped	CON	226			226				226	New programming/allocation.
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets	1-North	CMA-TIP	Other	Freight	CON	1,380	1,380						1,380	Previously Approved Allocation on 11/19/20.
00349	Emeryville	Shared Doyle Street Quick-Build Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75	Previously Approved Allocation on 11/19/20.
00391	Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	1-North	2000 MB	Disc-TCD	Transit	Final Design (PS&E)	2,000		2,000					2,000	New programming/allocation.
00394	Emeryville	Emery Go-Round Operating Expenses (FY2022-FY2026)	1-North	2010 VRF	Disc-Transit	Transit	O&M	2,000			500	500	500	500	500	New programming/allocation.
00350	Fremont	Centerville Complete Streets Pilot Road Diet	3-South	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75	Previously Approved Allocation on 11/19/20.
00362	Fremont	Fremont Boulevard/Country Drive Protected Intersection Project	3-South	2000 MB	Disc-BP	Bike/Ped	CON	267		267					267	New programming/allocation.
00373	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	3-South	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,271		1,271					1,271	New programming/allocation.
00374	Fremont	Fremont Boulevard/Grimmer Boulevard Improvement Project	3-South	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,415		1,415					1,415	New programming/allocation.
00351	Hayward	Patrick Avenue Traffic Calming Improvement Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75	Previously Approved Allocation on 11/19/20.
00363	Hayward	Cesar Chavez Middle School – Safe Routes to School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	162		162					162	New programming/allocation.
00334	LAVTA	Route 30R Weekday Operations	4-East	TFCA	Prog Mgr	Bike/Ped	CON	490	490						490	Previously Approved Allocation on 10/22/20.
00340	LAVTA	Rapid Bus Stop Improvement Project	4-East	RM2	Other	Transit	Various	$ 2,300		2,300					2,300	Previously Approved Recommendation on 5/27/21. Allocations subject to MTC final approval.
00378	LAVTA	Passenger Facilities Enhancements	4-East	STP/CMAQ	STP/CMAQ	Transit	CON	2,000		2,000					2,000	New programming/allocation.
00389	LAVTA	Atlantis O&M Facility Bridging Documents	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	541		541					541	New programming/allocation.
00352	Livermore	Downtown Livermore Bicycle Parking Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75	Previously Approved Allocation on 11/19/20.
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	17		17					17	New programming/allocation.

Alameda CTC Comprehensive Investment Plan
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Programming And Allocation Adjustments to previously approved 2020 CIP Update

CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programming and Allocations ($ x 1,000)							Change Notes
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
								Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)	
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	84		84					84	New programming/allocation.
00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	81		81					81	New programming/allocation.
00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	242			242				242	New programming/allocation.
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	CON	600		600					600	New programming/allocation.
00353	Newark	Jarvis Avenue Class II Buffered Bike Lanes	3-South	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75	Previously Approved Allocation on 11/19/20.
00366	Newark	Newark Safe Routes to School Improvements	3-South	2000 MB	Disc-BP	Bike/Ped	CON	43		43					43	New programming/allocation.
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	2000 MB	Disc-BP	Bike/Ped	CON	323		453					453	New programming/allocation.
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	TFCA	Prog Mgr	Bike/Ped	CON	130		130					130	New programming/allocation.
00180	Oakland	Broadway Shuttle Operations	1-North	TFCA	Prog Mgr	Transit	O&M	187	187						187	Previously Approved Allocation on 10/22/20.
00331	Oakland	E. 12th St Bike Lanes	1-North	TFCA	Prog Mgr	Bike/Ped	CON	215	215						215	Previously Approved Allocation on 10/22/20.
00354	Oakland	Citywide Bicycle/Pedestrian Rapid Response Enhancements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75	Previously Approved Allocation on 11/19/20.
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	60		60					60	New programming/allocation.
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	CON	125		125					125	New programming/allocation.
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	CMA-TIP	CMA-TIP	Bike/Ped	CON	200		200					200	New programming/allocation.
00375	Oakland	14th Street Complete Streets Project	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,000		1,000					1,000	New programming/allocation.
00376	Oakland	East Bay Greenway Segment II	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,000		1,000					1,000	New programming/allocation.
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200		200					200	New programming/allocation.
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	98		98					98	New programming/allocation.
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	207		207					207	New programming/allocation.
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	ROW	21		21					21	New programming/allocation.
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	CON	1,398			1,398				1,398	New programming/allocation.
00370	Piedmont	Oakland Avenue Pedestrian Enhancement Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	19		19					19	New programming/allocation.
00332	Piedmont/ EBCE	EV Charging in Piedmont	1-North	TFCA	Prog Mgr	Bike/Ped	CON	120	120						120	Previously Approved Allocation on 10/22/20.
00355	Pleasanton	Division Street/St. Mary's Street Cycle Track and Buffered Bike Lanes Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	62	62						62	Previously Approved Allocation on 11/19/20.
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	2000 MB	Disc-BP	Bike/Ped	CON	717			717				717	New programming/allocation.
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	150			150				150	New programming/allocation.
00190	San Leandro	LINKS Shuttle Operations (FY20/21 & 21/22)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128	Previously Approved Allocation on 10/22/20.
00190	San Leandro	LINKS Shuttle Operations	2-Central	2010 VRF	Disc-Transit	Transit	O&M	743			149	154	217	223	149	New programming/allocation.
00190	San Leandro	LINKS Shuttle Operations (FY22/23 & FY 23/24)	2-Central	TFCA	Prog Mgr	Transit	O&M	114			57	57			57	New programming/allocation.

Alameda CTC Comprehensive Investment Plan
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Programming And Allocation Adjustments to previously approved 2020 CIP Update

								Programming and Allocations ($ x 1,000)								
									Prior Allocations	Two-Year Allocation Plan		Future Programming				
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)	Change Notes
00356	San Leandro	Lewelling Blvd Pedestrian Safety Rapid Flashing Beacons Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75	Previously Approved Allocation on 11/19/20.
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	2000 MB	Disc-TCD	Bike/Ped	CON	1,387		1,387					1,387	New programming/allocation.
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	92		92					92	New programming/allocation.
00405	San Leandro	MacArthur Boulevard Park & Ride	2-Central	2010 VRF	Transit	Transit	CON	543				543				New programming/allocation.
00405	San Leandro	MacArthur Boulevard Park & Ride	2-Central	TFCA	Prog Mgr	Transit	CON	80				80				New programming/allocation.
00382	SJRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	235		235					235	New programming/allocation.
00382	SJRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	CON	1,765			1,765				1,765	New programming/allocation.
00297	SSPTV	Volunteers Assisting Seniors with Transportation (VAST)	4-East	2000 MB	Disc-PT	Paratransit	O&M	141		67	74				141	New programming/allocation.
00333	Union City	East-West Connector / Quarry Lakes Parkway	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	6,700	2,500	4,200					6,700	Previously approved reprogramming on March 2018, Alameda CTC (CIPID0084) to Union City (CIPID 00333).
00371	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	10		10					10	New programming/allocation.
00372	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	CON	71		71					71	New programming/allocation.
00390	Union City	Union City Electric Bus Infrastructure	3-South	TFCA	Prog Mgr	Transit	CON	1,500		1,500					1,500	New programming/allocation.
							Totals	**54,349**	**(18,294)**	**39,323**	**8,912**	**22,904**	**717**	**723**	**26,141**	

Total 2-year Allocations	**$ 48,235**
Total 5-year Programming	**$ 72,579**

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ALAMEDA
County Transportation Commission

2022 Comprehensive Investment Plan

Appendix C

Technical Detail: 2020 CIP Five-Year Programming with Two-Year Allocation Plan



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Alameda CTC Comprehensive Investment Plan
2022 CIP Five-Year Programming and Two-Year Allocation Plan
2022 CIP Programming and Allocations

Programming and Allocations ($ x 1,000)

									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	**Sponsor**	**Project Title**	**PA**	**Fund Source**	**Fund Subset**	**Mode**	**Phase**	**Programmed Amount**	**Prior Thru FY2020-21**	**FY2021-22**	**FY2022-23**	**FY2023-24**	**FY2024-25**	**FY2025-26**	**Total Allocated (Thru FY22-23)**
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	3,583	3,583						3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	JARC	Transit	O&M	1,417	1,417						1,417
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	Multiple	Lifeline	STA	Transit	CON	450	450						450
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	1,741	1,741						1,741
00009	AC Transit	City of Oakland Broadway Shuttle	1-North	Lifeline	JARC	Transit	O&M	405	405						405
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	TFCA	Prog Mgr	Transit	CON	925	925						925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	2000 MB	07A	Transit	Various	11,510	11,510						11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	2014 MBB	TEP-13	Transit	CON	10,000	10,000						10,000
00056	AC Transit	Grand/MacArthur BRT	1-North	2014 MBB	TEP-15	Transit	Planning / Scoping	97	97						97
00057	AC Transit	College/Broadway Corridor Transit Priority	1-North	2014 MBB	TEP-16	Transit	Planning / Scoping	100	100						100
00171	AC Transit	Line 97 Corridor Improvements (Signal timing component)	Multiple	TFCA	Prog Mgr	Transit	Various	228	228						228
00193	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	1-North	2010 VRF	Disc-Transit	Transit	Various	300	300						300
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	447	447						447
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	PE/Env	536	536						536
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2010 VRF	Disc-Transit	Transit	CON	4,018	4,018						4,018
00379	AC Transit	Quick Builds	1-North	STP/CMAQ	STP/CMAQ	Transit	CON	954		954					954
00380	AC Transit	Tempo Quick Build Transit Lane Delineation	1-North	STP/CMAQ	STP/CMAQ	Transit	CON	300		300					300
00381	AC Transit	Oakland Traffic Management Center	1-North	2000 MB	Disc-Transit	Transit	CON	375		375					375
00087	Alameda	Alameda City Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	505	505						505
00314	Alameda	Otis Drive Traffic Calming and Safety Improvement Project	1-North	TFCA	Prog Mgr	Transit	CON	175	175						175
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Planning / Scoping	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	PE/Env	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Final Design (PS&E)	450	450						450

Alameda CTC Comprehensive Investment Plan
2022 CIP Five-Year Programming and Two-Year Allocation Plan
2022 CIP Programming and Allocations

Programming and Allocations ($ x 1,000)

									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	**Sponsor**	**Project Title**	**PA**	**Fund Source**	**Fund Subset**	**Mode**	**Phase**	**Programmed Amount**	**Prior Thru FY2020-21**	**FY2021-22**	**FY2022-23**	**FY2023-24**	**FY2024-25**	**FY2025-26**	**Total Allocated (Thru FY22-23)**
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	CON	7,650				7,650			
00196	Alameda	Central Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	3,487	3,487						3,487
00197	Alameda	City Wide Street Resurfacing - Pavement Management	1-North	STP/CMAQ	LSR	LSR	CON	827	827						827
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	124	124						124
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	443	443						443
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,451	4,451						4,451
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	PE/Env	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	434	434						434
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	ROW	1,097	1,097						1,097
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	CON	6,376		6,376					6,376
00200	Alameda	Seaplane Lagoon Ferry Terminal	1-North	2014 MBB	TEP-45	Transit	CON	8,200	8,200						8,200
00345	Alameda	Alameda Commercial and Slow Streets Program	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00358	Alameda	Implement 8 School Safety Assessments in Alameda	1-North	2000 MB	Disc-BP	Bike/Ped	CON	84		84					84
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	2000 MB	Disc-BP	Bike/Ped	CON	192		192					192
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100		100					100
00335	Alameda	West End Bike Ped Bridge Project	1-North	2014 MBB	TEP-37	Bike/Ped	Planning / Scoping	1,555	1,555						1,555
00088	Alameda County	Alameda Co-Various Streets and Roads Preservation	Multiple	OBAG	STP	LSR	CON	1,565	1,565						1,565
00127	Alameda County	Hesperian Blvd Corridor Improvement (A St - I880)	2-Central	2014 MBB	TEP-26	LSR	CON	7,000	7,000						7,000
00162	Alameda County	East Castro Valley Boulevard Class II Bike Lanes	4-East	TFCA	Prog Mgr	Bike/Ped	Various	62	62						62
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2-Central	2000 MB	Disc-TCD	Transit	Planning / Scoping	88	88						88
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	2014 MBB	TEP-26	LSR	CON	7,600	7,600						7,600
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	245	245						245

Alameda CTC Comprehensive Investment Plan
2022 CIP Five-Year Programming and Two-Year Allocation Plan
2022 CIP Programming and Allocations

Programming and Allocations ($ x 1,000)

									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	**Sponsor**	**Project Title**	**PA**	**Fund Source**	**Fund Subset**	**Mode**	**Phase**	**Programmed Amount**	**Prior Thru FY2020-21**	**FY2021-22**	**FY2022-23**	**FY2023-24**	**FY2024-25**	**FY2025-26**	**Total Allocated (Thru FY22-23)**
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	9,300		9,300					9,300
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	STP/CMAQ	LSR	LSR	CON	2,171	2,171						2,171
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	STP/CMAQ	LSR	LSR	CON	1,779	1,779						1,779
00319	Alameda County	Hesperian Blvd Class 2 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00329	Alameda County	East Lewelling Blvd Class 4 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00344	Alameda County	Unincorporated Alameda County Bicycle Route Signage	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	40	40						40
00357	Alameda County	Sidewalk & Intersection Improvements to access Royal Sunset High School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	136		136					136
00377	Alameda County	Anita Avenue Streetscape Improvements	2-Central	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	2,000		2,000					2,000
00396	Alameda County	East Lewelling Blvd Streetscape Improvements Phase II	2-Central	2010 VRF	Disc-BP	Bike/Ped	CON	1,950			1,950				1,950
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	1,852		1,852					1,852
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	98		98					98
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	2010 VRF	Disc-Transit	Transit	Various	7,000	7,000						7,000
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	2000 MB	Disc-BP	Bike/Ped	Various	8	8						8
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	2000 MB	Disc-PT	Paratransit	O&M	109	109						109
00053	Alameda CTC	Affordable Student Transit Pass Programs	Multiple	2014 MBB	TEP-08	Transit	O&M	15,000	15,000						15,000
00054	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	Multiple	2014 MBB	TEP-12	Paratransit	Planning / Scoping	1	1						1
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	PE/Env	3,000	3,000						3,000
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	Final Design (PS&E)	6,600	6,600						6,600
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	ROW	2,400	2,400						2,400
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	CON	2,400	2,400						2,400
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	CON	11,689	11,689						11,689
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Planning / Scoping	100	100						100
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	PE/Env	4,000	4,000						4,000

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Programming and Allocations ($ x 1,000)

									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Final Design (PS&E)	8,500	5,500	3,000					8,500
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	STIP	RIP	HWY	CON	50		50					50
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	PE/Env	4,000	4,000						4,000
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	Final Design (PS&E)	16,500	16,500						16,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	ROW	20,000	20,000						20,000
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	CON	81,500	81,500						81,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	CON	1,400	6,200	(4,800)					1,400
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	SB-1	LPP	HWY	CON	8,600	3,800	4,800					8,600
00072	Alameda CTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	4-East	2014 MBB	TEP-32	HWY	CON	10,000	10,000						10,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	Multiple	2014 MBB	TEP-35	HWY	Final Design (PS&E)	5,000	5,000						5,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	Multiple	2014 MBB	TEP-35	HWY	CON	15,000	15,000						15,000
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	2014 MBB	TEP-38	HWY	Planning / Scoping	925	925						925
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	2014 MBB	TEP-38	HWY	PE/Env	4,750	4,750						4,750
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	2014 MBB	TEP-38	HWY	Final Design (PS&E)	5,125	5,125						5,125
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	2014 MBB	TEP-39	HWY	Final Design (PS&E)	5,125	5,125						5,125
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	STIP	RIP	HWY	CON	50		50					50
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	2014 MBB	TEP-39	HWY	Planning / Scoping	825	825						825
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	2014 MBB	TEP-39	HWY	PE/Env	4,750	4,750						4,750
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	2014 MBB	TEP-42	Bike/Ped	PE/Env	3,500	3,500						3,500
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	12,000				12,000			
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	1986 MB	MB226	LSR	CON	19,350	19,350						19,350
00117	Alameda CTC	I-680 Sunol SB Express Lane	Multiple	2000 MB	08A	HWY	O&M	4,500	4,500						4,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	Multiple	2000 MB	08A	HWY	CON	20,000	20,000						20,000

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Programming and Allocations ($ x 1,000)

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CIP ID	**Sponsor**	**Project Title**	**PA**	**Fund Source**	**Fund Subset**	**Mode**	**Phase**	**Programmed Amount**	**Prior Thru FY2020-21**	**FY2021-22**	**FY2022-23**	**FY2023-24**	**FY2024-25**	**FY2025-26**	**Total Allocated (Thru FY22-23)**
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2000 MB	08B	HWY	Final Design (PS&E)	4,500	4,500						4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2014 MBB	TEP-35	HWY	CON	10,000	10,000						10,000
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2000 MB	08B	HWY	CON	100,000	100,000						100,000
00120	Alameda CTC	Alameda County Rail Strategy Study	Multiple	2014 MBB	TEP-27	Freight	Planning / Scoping	250	250						250
00131	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	4-East	2014 MBB	TEP-26	HWY	Planning / Scoping	17	17						17
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	9,550	9,550						9,550
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	CON	8,000	8,000						8,000
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Planning / Scoping	1,808	1,808						1,808
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	PE/Env	3,500	3,500						3,500
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	STIP	RIP	HWY	CON	50		50					50
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	Planning / Scoping	1,500	1,500						1,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	PE/Env	7,500	7,500						7,500
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	35,020	35,020						35,020
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	22,800	18,000	4,800					22,800
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	ROW	23,000	23,000						23,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	CON	37,000	37,000						37,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	SB-1	LPP	Freight	CON	3,800		3,800					3,800
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	Multiple	2014 MBB	TEP-26	Multiple	Various	4,200	4,200						4,200
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	Multiple	2014 MBB	TEP-41	Freight	Various	300	300						300
00159	Alameda CTC	Matching Program for Last Mile Connection Technology Programs	Multiple	2014 MBB	TEP-46	Transit	Various	200	200						200
00161	Alameda CTC	Overall Planning/Monitoring Services	Multiple	2014 MBB	TEP-46	Multiple	Various	100	100						100
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Multiple	TFCA	Prog Mgr	Multiple	Various	210	210						210
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	Multiple	TFCA	Prog Mgr	Transit	Various	270	270						270

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Programming and Allocations ($ x 1,000)

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CIP ID	**Sponsor**	**Project Title**	**PA**	**Fund Source**	**Fund Subset**	**Mode**	**Phase**	**Programmed Amount**	**Prior Thru FY2020-21**	**FY2021-22**	**FY2022-23**	**FY2023-24**	**FY2024-25**	**FY2025-26**	**Total Allocated (Thru FY22-23)**
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	Multiple	2000 MB	Disc-TCD	Bike/Ped	Planning / Scoping	200	200						200
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	O&M	1,767	1,767						1,767
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	2014 MBB	TEP-45	Transit	O&M	1,004	644	360					1,004
00206	Alameda CTC	Comprehensive Multimodal Monitoring	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	1,250	1,250						1,250
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	1,708	1,508	200					1,708
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	CON	254				254			
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	CMA-TIP	Other	Bike/Ped	CON								
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	8,372	8,372						8,372
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	2014 MBB	TEP-27	Freight	O&M	2,360				2,360			
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	PE/Env	7,500	7,500						7,500
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Final Design (PS&E)	22,500	22,500						22,500
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	CON	5,793		5,793					5,793
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	2014 MBB	TEP-46	Multiple	Planning / Scoping	1,000	1,000						1,000
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	405	405						405
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	16,595	16,595						16,595
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	Final Design (PS&E)	151	151						151
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	CON	389	389						389
00280	Alameda CTC	Toll Revenue Forecasting	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	875	500	375					875
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	PE/Env	5,800	5,800						5,800
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	Final Design (PS&E)	10,000	10,000						10,000
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	ROW	5,966	5,966						5,966
00287	Alameda CTC	Oakland Alameda Access Project	1-North	STIP	RIP	HWY	CON	50		50					50
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Planning / Scoping	5,500	5,500						5,500

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Programming and Allocations ($ x 1,000)

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Final Design (PS&E)	1,500	1,500						1,500
00289	Alameda CTC	Student Transit Pass Program	Multiple	2014 MBB	TEP-07	Transit	O&M	23,500	2,800	6,700	6,700	7,300			16,200
00313	Alameda CTC	Countywide Model Update	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	800	800						800
00343	Alameda CTC	Alameda CTC STIP Administration (Planning, Programming and Monitoring)	Multiple	STIP	RIP	Various	Various	315		315					315
00406	Alameda CTC	CTA Planning & Programming (for Various Youth and Adult Bicycle Promotion & Education)	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning/ Scoping	160		160					160
00407	Alameda CTC	Alameda County Safe Routes to Schools	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning/ Scoping	1,500		1,500					1,500
00408	Alameda CTC	CTA Planning & Programming	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning/ Scoping	354		354					354
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	Multiple	TFCA	Prog Mgr	Multiple	O&M	100	100						100
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	1-North	TFCA	Prog Mgr	Bike/Ped	Various	95	95						95
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	1-North	STP/CMAQ	LSR	Bike/Ped	CON	340	340						340
00346	Albany	Solano and Marin Ave Sidewalk Improvements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	2000 MB	Disc-BP	Bike/Ped	CON	741			741				741
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	TFCA	Prog Mgr	Bike/Ped	CON	85			85				85
00021	ASEB	Special Transportation Services for Individuals with Dementia	Multiple	2000 MB	Disc-PT	Paratransit	O&M	400	400						400
00300	ASEB	Regrowth of Transportation Services for Individuals with Dementia	Multiple	2000 MB	Disc-PT	Paratransit	O&M	797	305	159	164	169			628
00339	BAAQMD / CEC	Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (NorCAL Drayage)	1-North	2014 MBB	TEP-27	Freight	CON	3,640	3,640						3,640
00339	BAAQMD / CEC	Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (NorCAL Drayage)	1-North	2014 MBB	TEP-27	Freight	CON	(3,640)	(3,640)						(3,640)
00339	BAAQMD / CEC	Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (NorCAL Drayage)	1-North	2014 MBB	TEP-46	Freight	CON	3,640	3,640						3,640
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	Multiple	Lifeline	STA	Transit	O&M	250	250						250
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Planning / Scoping	2,760	2,760						2,760
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Final Design (PS&E)	16,450	16,450						16,450
00059	BART	Bay Fair Connector/BART Metro	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	85	85						85
00172	BART	BART West Oakland Bike Locker Plaza	1-North	TFCA	Prog Mgr	Transit	Various	55	55						55

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00215	BART	BART to Livermore	4-East	TCRP	TCRP	Transit	PE/Env	1,700	1,700						1,700
00215	BART	BART to Livermore	4-East	2000 MB	26	Transit	PE/Env	1,400	1,400						1,400
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	500	500						500
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	PE/Env								
00304	BART	19th Street Oakland BART Modernization	1-North	2014 MBB	TEP-19	Transit	CON	17,650	10,000	7,650					17,650
00318	BART	West Oakland BART Station Bike Locker Expansion	1-North	TFCA	Prog Mgr	Transit	CON	100	100						100
00341	BART	Vehicle Overhaul and Heavy Repairs Shop (VOHRS)	2-Central	2014 MBB	TEP-18	Transit	Final Design (PS&E)	5,000		5,000					5,000
00089	Berkeley	Shattuck Complete Streets and De-couplet	1-North	OBAG	STP	Bike/Ped	CON	2,777	2,777						2,777
00097	Berkeley	Hearst Avenue Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	2,256	2,256						2,256
00165	Berkeley	Berkeley Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	Various	137	137						137
00177	Berkeley	Hearst Ave Complete Streets	1-North	TFCA	Prog Mgr	Bike/Ped	CON	88	88						88
00184	Berkeley	Berkeley Citywide Bike Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	29	29						29
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	49	49						49
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	59	59						59
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	613	613						613
00220	Berkeley	Milvia Bikeway Project	1-North	2000 MB	Disc-BP	Bike/Ped	PE/Env	350	350						350
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	220	220						220
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	387	387						387
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	613	613						613
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	7,335	7,335						7,335
00330	Berkeley	Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON	117	117						117
00347	Berkeley	Berkeley Healthy Streets Program Expansion	1-North	2000 MB	Disc-BP	Bike/Ped	CON	52	52						52

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CIP ID	**Sponsor**	**Project Title**	**PA**	**Fund Source**	**Fund Subset**	**Mode**	**Phase**	**Programmed Amount**	**Prior Thru FY2020-21**	**FY2021-22**	**FY2022-23**	**FY2023-24**	**FY2024-25**	**FY2025-26**	**Total Allocated (Thru FY22-23)**
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	22		22					22
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	52		52					52
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TCD	Transit	Planning / Scoping	110		110					110
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TCD	Transit	PE/Env	180		180					180
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	61		61					61
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	153		153					153
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	1,057			1,057				1,057
00410	Berkeley	Adeline Street Transportation Improvements	1-North	2010 VRF	Transit	Transit	PE/Env	495			495				495
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Multiple	2000 MB	Disc-PT	Paratransit	O&M	535	535						535
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	306	306						306
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Multiple	2014 MBB	TEP-12	Paratransit	O&M	1,004	389	192	198	225			779
00023	CIL	Mobility Matters Project	Multiple	2000 MB	Disc-PT	Paratransit	O&M	679	679						679
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	Multiple	2000 MB	Disc-PT	Paratransit	O&M	500	500						500
00293	CIL	Community Connections Program (CoCo)	Multiple	2000 MB	Disc-PT	Paratransit	O&M	940	376	188	188	188			752
00291	CRIL	Travel Training: Oh The Places You Will Go!	Multiple	2000 MB	Disc-PT	Paratransit	O&M	486	324	162					486
00173	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	2-Central	TFCA	Prog Mgr	Transit	Various	123	123						123
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128
00320	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations	2-Central	TFCA	Prog Mgr	Transit	O&M	215	215						215
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	O&M	220	220						220
00295	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	582	388						388
00052	Dublin	Iron Horse Transit Route - Dougherty Road	4-East	2000 MB	09	Multiple	CON	6,267	6,267						6,267
00090	Dublin	Dublin Boulevard Preservation	4-East	OBAG	STP	LSR	CON	470	470						470
00123	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	4-East	2014 MBB	TEP-26	LSR	CON	11,200	11,200						11,200

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00124	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	4-East	2014 MBB	TEP-26	LSR	CON	3,000	3,000						3,000
00166	Dublin	San Ramon Road Arterial Mgmt	4-East	TFCA	Prog Mgr	LSR	Various	146	146						146
00224	Dublin	City of Dublin Street Rehab	4-East	STP/CMAQ	LSR	LSR	CON	661	661						661
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	PE/Env	2,374	2,374						2,374
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	Final Design (PS&E)	5,374	5,374						5,374
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	166	166						166
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,128	1,128						1,128
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	CON	4,751	4,751						4,751
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	TFCA	Prog Mgr	Bike/Ped	CON	856	856						856
00315	Dublin	Tassajara Road Arterial Management Project	4-East	TFCA	Prog Mgr	Transit	CON	146	146						146
00348	Dublin	Regional Street Improvement Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00361	Dublin	Safe Routes to School - Crosswalk Improvements Project	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	94		94					94
00402	Dublin	Safe Routes to School Improvements Dublin	4-East	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	500		500					500
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2000 MB	Disc-TCD	Bike/Ped	Final Design (PS&E)	41		41					41
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2010 VRF	Disc-BP	Bike/Ped	CON	226			226				226
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	1-North	2014 MBB	TEP-42	Bike/Ped	CON	642	642						642
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	1-North	2014 MBB	TEP-42	Bike/Ped	CON	2,833	2,833						2,833
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	296	296						296
00292	Eden I&R	Mobility Management Through 211 Alameda County	Multiple	2000 MB	Disc-PT	Paratransit	O&M	747	272	153	157	165			582
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	952	380	225	171	176			776
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	Multiple	2000 MB	Disc-PT	Paratransit	O&M	174	174						174
00141	Emeryville	South Bayfront Bridge	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,895	1,895						1,895
00141	Emeryville	South Bayfront Bridge	1-North	TFCA	Prog Mgr	Bike/Ped	CON	105	105						105

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00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00230	Emeryville	Emery Go Round General Benefit Operations	1-North	2014 MBB	TEP-45	Transit	O&M	2,500	2,000	500					2,500
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	1-North	STP/CMAQ	LSR	LSR	CON	225	225						225
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	1-North	2000 MB	Disc-TCD	Transit	CON	930	930						930
00271	Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	52	52						52
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets (TCEP Match)	1-North	2014 MBB	TEP-41	Freight	CON	1,800	1,800						1,800
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets	1-North	CMA-TIP	Other	Freight	CON	1,380	1,380						1,380
00301	Emeryville	Emeryville Senior Center Group Trips Bus Purchase	Multiple	2000 MB	Disc-PT	Paratransit	O&M	132	132						132
00349	Emeryville	Shared Doyle Street Quick-Build Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00391	Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	1-North	2000 MB	Disc-TCD	Transit	Final Design (PS&E)	2,000		2,000					2,000
00394	Emeryville	Emery Go-Round Operating Expenses (FY2022-FY2026)	1-North	2010 VRF	Disc-Transit	Transit	O&M	2,000			500	500	500	500	500
00025	Fremont	Tri-City Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	431	431						431
00026	Fremont	Tri-City Volunteer Driver Programs	3-South	2000 MB	Disc-PT	Paratransit	O&M	549	549						549
00027	Fremont	Tri-City Taxi Voucher Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	450	450						450
00091	Fremont	Fremont City Center Multi-Modal Improvements	3-South	OBAG	STP	Multiple	CON	1,288	1,288						1,288
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-45	Transit	CON	25,000	25,000						25,000
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-21	Transit	CON	5,000	5,000						5,000
00143	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	41	41						41
00152	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	3-South	2014 MBB	TEP-42	Multiple	Planning / Scoping	42	42						42
00153	Fremont	Scoping: Fremont BART Station West Side Enhancement	3-South	2014 MBB	TEP-45	Transit	Planning / Scoping	42	42						42
00154	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	3-South	2014 MBB	TEP-45	Bike/Ped	Planning / Scoping	42	42						42
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	3-South	TFCA	Prog Mgr	LSR	CON	425	425						425
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	3-South	TFCA	Prog Mgr	LSR	CON	646	646						646

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00233	Fremont	City of Fremont Pavement Rehabilitation Project	3-South	STP/CMAQ	LSR	LSR	CON	2,760	2,760						2,760
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	PE/Env	386	386						386
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	799	799						799
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	CON	6,510	6,510						6,510
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	PE/Env	1,901	1,901						1,901
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,553	3,553						3,553
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	PE/Env	443	443						443
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,328	1,328						1,328
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	CON	7,525	7,525						7,525
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	3-South	2014 MBB	TEP-45	Bike/Ped	CON	5,000	5,000						5,000
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	298	298						298
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	731	279	149	151	152			579
00305	Fremont	I-880 Interchange Modernization & Area Imprvts: (Mission Blvd, Washington, Auto Mall Pkwy, Auto Mall Pkwy / WarmSprings Intersection)	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	3,000	3,000						3,000
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	1,000	1,000						1,000
00308	Fremont	Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone	3-South	2014 MBB	TEP-21	Freight	CON	977	977						977
00309	Fremont	I-880 Bridge at Pacific Commons Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,100	2,100						2,100
00322	Fremont	Former State Route 84 Pavement Rehabilitation	3-South	2014 MBB	TEP-21	LSR	CON	2,000	2,000						2,000
00350	Fremont	Centerville Complete Streets Pilot Road Diet	3-South	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00362	Fremont	Fremont Boulevard/Country Drive Protected Intersection Project	3-South	2000 MB	Disc-BP	Bike/Ped	CON	267		267					267
00373	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	3-South	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,271		1,271					1,271
00374	Fremont	Fremont Boulevard/Grimmer Boulevard Improvement Project	3-South	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,415		1,415					1,415
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	750	750						750
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	Final Design (PS&E)	250		250					250

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00307	Fremont/ Union City	Decoto Boulevard Complete Streets w/Transit Priority Project	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	3,500	3,500						3,500
00312	Fremont/ Union City	Dumbarton to Quarry Lakes Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,000	2,000						2,000
00092	Hayward	Hayward - Industrial Boulevard Preservation	2-Central	OBAG	STP	LSR	CON	1,265	1,265						1,265
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	2014 MBB	TEP-26	LSR	CON	21,500	21,500						21,500
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	175	175						175
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	1,500	1,500						1,500
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2-Central	2014 MBB	TEP-26	HWY	Planning / Scoping	440	440						440
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	Final Design (PS&E)	88	88						88
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	CON	1,662	1,662						1,662
00351	Hayward	Patrick Avenue Traffic Calming Improvement Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00363	Hayward	Cesar Chavez Middle School – Safe Routes to School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	162		162					162
00283	LARPD/TVC	Valley Trails Connection Project	4-East	CMA-TIP	Other	Bike/Ped	Various	110	110						110
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	STA	Transit	O&M	388	388						388
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	JARC	Transit	O&M	129	129						129
00160	LAVTA	Pilot Transit Program for Last Mile Connections	4-East	2000 MB	Disc-Transit	Transit	Various	51	51						51
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	4-East	TFCA	Prog Mgr	Transit	Various	275	275						275
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Transit	O&M	318	318						318
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	152	152						152
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	CON	1,262	1,262						1,262
00245	LAVTA	Wheels Forward/2020 Plan	4-East	2000 MB	Disc-Transit	Transit	Planning / Scoping	220	220						220
00298	LAVTA	Para-Taxi Debit Card	4-East	2000 MB	Disc-PT	Paratransit	O&M	87	39	16	16	16			71
00299	LAVTA	Para-Taxi Operations	4-East	2000 MB	Disc-PT	Paratransit	O&M	140	49	28	30	33			107
00321	LAVTA	LAVTA Rte 30 BRT Operations, FYs 19/20 and 20/21	4-East	TFCA	Prog Mgr	Transit	O&M	477	477						477

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00334	LAVTA	Route 30R Weekday Operations	4-East	TFCA	Prog Mgr	Bike/Ped	CON	490	490						490
00340	LAVTA	Rapid Bus Stop Improvement Project	4-East	RM2	Other	Transit	Various	2,300		2,300					2,300
00378	LAVTA	Passenger Facilities Enhancements	4-East	STP/CMAQ	STP/CMAQ	Transit	CON	2,000		2,000					2,000
00389	LAVTA	Atlantis O&M Facility Bridging Documents	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	541		541					541
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	O&M	22	22						22
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	275	275						275
00296	LIFE ElderCare	Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults	Multiple	2000 MB	Disc-PT	Paratransit	O&M	1,023	339	200	234	250			773
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	20	20						20
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	30	30						30
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	160	160						160
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	193	193						193
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	CON	1,407	1,407						1,407
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	4-East	STP/CMAQ	LSR	LSR	CON	1,382	1,382						1,382
00247	Livermore	Vasco Road/I-580 Interchange Improvements	4-East	2014 MBB	TEP-34	HWY	PE/Env	1,380	1,380						1,380
00352	Livermore	Downtown Livermore Bicycle Parking Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	17		17					17
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	84		84					84
00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	81		81					81
00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	242			242				242
00102	MTC	Regional Planning Activities and PPM - Alameda	Multiple	OBAG	STP	Multiple	PE/Env	1,034	1,034						1,034
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	CON	600		600					600
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75	75						75
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	PE/Env	325	325						325

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CIP ID	**Sponsor**	**Project Title**	**PA**	**Fund Source**	**Fund Subset**	**Mode**	**Phase**	**Programmed Amount**	**Prior Thru FY2020-21**	**FY2021-22**	**FY2022-23**	**FY2023-24**	**FY2024-25**	**FY2025-26**	**Total Allocated (Thru FY22-23)**
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	350	350						350
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	CON	4,000	4,000						4,000
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	Multiple	2010 VRF	Disc-Transit	Transit	PE/Env	500	500						500
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	Multiple	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	800	800						800
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	Multiple	2010 VRF	Disc-Transit	Transit	PE/Env	300	300						300
00327	MTC / Alameda CTC	I-80 Powell Interchange	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	250	250						250
00328	MTC / Alameda CTC	Bay Bridge Bicycle/Pedestrain LINK	Multiple	2000 MB	Disc-BP	Transit	Final Design (PS&E)	3,000	3,000						3,000
00099	Newark	Enterprise Drive Complete Streets and Road Diet	3-South	OBAG	STP	Bike/Ped	CON	454	454						454
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	Final Design (PS&E)	2,765	2,765						2,765
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	CON	11,134	11,134						11,134
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	ROW	2,155	2,155						2,155
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	3-South	STP/CMAQ	LSR	LSR	CON	592	592						592
00353	Newark	Jarvis Avenue Class II Buffered Bike Lanes	3-South	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00366	Newark	Newark Safe Routes to School Improvements	3-South	2000 MB	Disc-BP	Bike/Ped	CON	43		43					43
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	2000 MB	Disc-BP	Bike/Ped	CON	323		453					453
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	TFCA	Prog Mgr	Bike/Ped	CON	130		130					130
00028	Oakland	Taxi-Up & Go Project	Multiple	2000 MB	Disc-PT	Paratransit	O&M	350	350						350
00064	Oakland	Oakland Broadway Corridor Transit	1-North	2014 MBB	TEP-24	Transit	Planning / Scoping	50	50						50
00093	Oakland	Lake Merritt BART Bikeways	1-North	OBAG	STP	Bike/Ped	CON	571	571						571
00094	Oakland	Oakland Complete Streets	1-North	OBAG	STP	LSR	CON	3,384	3,384						3,384
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	STP	Bike/Ped	CON	4,446	4,446						4,446

Alameda CTC Comprehensive Investment Plan
2022 CIP Five-Year Programming and Two-Year Allocation Plan
2022 CIP Programming and Allocations

Programming and Allocations ($ x 1,000)

									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	**Sponsor**	**Project Title**	**PA**	**Fund Source**	**Fund Subset**	**Mode**	**Phase**	**Programmed Amount**	**Prior Thru FY2020-21**	**FY2021-22**	**FY2022-23**	**FY2023-24**	**FY2024-25**	**FY2025-26**	**Total Allocated (Thru FY22-23)**
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	CMAQ	Bike/Ped	CON	2,554	2,554						2,554
00100	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	1-North	OBAG	CMAQ	Bike/Ped	CON	5,452	5,452						5,452
00103	Oakland	7th Street West Oakland Transit Village, Phase II	1-North	OBAG	CMAQ	Bike/Ped	CON	3,288	3,288						3,288
00121	Oakland	Oakland Army Base Roadway Infrastructure Improvements	1-North	2014 MBB	TEP-26	Freight	CON	41,000	41,000						41,000
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	1-North	2014 MBB	TEP-26	Freight	CON	5,000	5,000						5,000
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,300	1,300						1,300
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	CON	5,300	5,300						5,300
00137	Oakland	I-880/42nd-High Street Access Improvements	1-North	2014 MBB	TEP-40	HWY	CON	10,000	10,000						10,000
00167	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	1-North	TFCA	Prog Mgr	Transit	Various	210	210						210
00168	Oakland	CityRacks, Phase 12	1-North	TFCA	Prog Mgr	Bike/Ped	Various	124	124						124
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	1-North	TFCA	Prog Mgr	Transit	O&M	367	367						367
00180	Oakland	Broadway Shuttle Operations	1-North	2014 MBB	TEP-45	Transit	O&M	1,650	1,320	330					1,650
00180	Oakland	Broadway Shuttle Operations	1-North	TFCA	Prog Mgr	Transit	O&M	790	790						790
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	PE/Env	225	225						225
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	Final Design (PS&E)	1,725	1,725						1,725
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	250	250						250
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,250	1,250						1,250
00251	Oakland	E 12th Street Bikeway	1-North	TFCA	Prog Mgr	Bike/Ped	CON	140	140						140
00252	Oakland	East Oakland Community Streets Plan	1-North	2014 MBB	TEP-45	LSR	Planning / Scoping	100	100						100
00253	Oakland	Fruitvale Ave Gap Closure	1-North	2014 MBB	TEP-44	Bike/Ped	CON	1,634	1,634						1,634
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	80	80						80
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	320	320						320

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Programming and Allocations ($ x 1,000)

									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	**Sponsor**	**Project Title**	**PA**	**Fund Source**	**Fund Subset**	**Mode**	**Phase**	**Programmed Amount**	**Prior Thru FY2020-21**	**FY2021-22**	**FY2022-23**	**FY2023-24**	**FY2024-25**	**FY2025-26**	**Total Allocated (Thru FY22-23)**
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,392	4,392						4,392
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	2,500	2,500						2,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	Final Design (PS&E)	1,500	1,500						1,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	CON	9,500	9,500						9,500
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	PE/Env	734	734						734
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	CON	4,161	4,161						4,161
00259	Oakland	OakMob Transportation Demand Management (TDM)	1-North	2014 MBB	TEP-45	Transit	O&M	215	215						215
00323	Oakland	Broadway Transit Lanes	1-North	2014 MBB	TEP-24	Transit	CON	4,000	4,000						4,000
00331	Oakland	E. 12th St Bike Lanes	1-North	TFCA	Prog Mgr	Bike/Ped	CON	215	215						215
00354	Oakland	Citywide Bicycle/Pedestrian Rapid Response Enhancements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	60		60					60
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	CON	125		125					125
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	CMA-TIP	CMA-TIP	Bike/Ped	CON	200		200					200
00375	Oakland	14th Street Complete Streets Project	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,000		1,000					1,000
00376	Oakland	East Bay Greenway Segment II	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,000		1,000					1,000
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200		200					200
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	98		98					98
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	207		207					207
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	ROW	21		21					21
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	CON	1,398			1,398				1,398
00101	Piedmont	Piedmont Complete Streets (CS)	1-North	OBAG	STP	Bike/Ped	CON	129	129						129
00260	Piedmont	Oakland Avenue Improvements	1-North	STP/CMAQ	LSR	LSR	CON	168	168						168
00285	Piedmont	Piedmont LSR Exchange Projects	1-North	CMA-TIP	Other	LSR	CON	(208)	(208)						(208)

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CIP ID	**Sponsor**	**Project Title**	**PA**	**Fund Source**	**Fund Subset**	**Mode**	**Phase**	**Programmed Amount**	**Prior Thru FY2020-21**	**FY2021-22**	**FY2022-23**	**FY2023-24**	**FY2024-25**	**FY2025-26**	**Total Allocated (Thru FY22-23)**
00286	Piedmont	Oakland Avenue Pedestrian Bridge Railing Project	1-North	CMA-TIP	Other	LSR	CON	208	208						208
00370	Piedmont	Oakland Avenue Pedestrian Enhancement Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	19		19					19
00332	Piedmont/ EBCE	EV Charging in Piedmont	1-North	TFCA	Prog Mgr	Bike/Ped	CON	120	120						120
00029	Pleasanton	Downtown Route Shuttle (DTR)	4-East	2000 MB	Disc-PT	Paratransit	O&M	148	148						148
00104	Pleasanton	Pleasanton Complete Streets	4-East	OBAG	STP	Bike/Ped	CON	832	832						832
00169	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	4-East	TFCA	Prog Mgr	Transit	Various	53	53						53
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Bike/Ped	O&M	130	130						130
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	4-East	STP/CMAQ	LSR	LSR	CON	1,095	1,095						1,095
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	4-East	2014 MBB	TEP-26	HWY	CON	5,200	5,200						5,200
00316	Pleasanton	Citywide Trip Reduction Program	4-East	TFCA	Prog Mgr	Transit	O&M	80	80						80
00355	Pleasanton	Division Street/St. Mary's Street Cycle Track and Buffered Bike Lanes Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	62	62						62
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	2000 MB	Disc-BP	Bike/Ped	CON	717			717				717
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	150			150				150
00144	Port of Oakland	Scoping: Airport Drive Overlay	1-North	2014 MBB	TEP-26	Multiple	Planning / Scoping	42	42						42
00145	Port of Oakland	Scoping: Port Terminal Seismic Monitoring Program	1-North	2014 MBB	TEP-26	Freight	Planning / Scoping	7	7						7
00146	Port of Oakland	Scoping: Port Area ITS Deployment	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00147	Port of Oakland	Scoping: Middle Harbor Road Improvements	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00148	Port of Oakland	Scoping: Port Terminal Lighting Upgrade	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00149	Port of Oakland	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50						50
00150	Port of Oakland	Scoping: Airport Perimeter Dike	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	30	30						30
00151	Port of Oakland	Scoping: 7th Street Grade Separation East	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	2014 MBB	TEP-26	LSR	CON	30,000	30,000						30,000
00096	San Leandro	San Leandro Boulevard Preservation	1-North	OBAG	STP	LSR	CON	804	804						804

Alameda CTC Comprehensive Investment Plan
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Programming and Allocations ($ x 1,000)

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CIP ID	**Sponsor**	**Project Title**	**PA**	**Fund Source**	**Fund Subset**	**Mode**	**Phase**	**Programmed Amount**	**Prior Thru FY2020-21**	**FY2021-22**	**FY2022-23**	**FY2023-24**	**FY2024-25**	**FY2025-26**	**Total Allocated (Thru FY22-23)**
00170	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	2-Central	TFCA	Prog Mgr	Transit	Various	50	50						50
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	130	130						130
00190	San Leandro	LINKS Shuttle Operations	2-Central	2014 MBB	TEP-45	Transit	O&M	1,020	820	200					1,020
00190	San Leandro	LINKS Shuttle Operations (FY20/21 & 21/22)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128
00190	San Leandro	LINKS Shuttle Operations	2-Central	2010 VRF	Disc-Transit	Transit	O&M	743			149	154	217	223	149
00190	San Leandro	LINKS Shuttle Operations (FY22/23 & FY 23/24)	2-Central	TFCA	Prog Mgr	Transit	O&M	114			57	57			57
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	2014 MBB	TEP-26	LSR	CON	1,821		1,821					1,821
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	PE/Env	73	73						73
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	CON	975	975						975
00356	San Leandro	Lewelling Blvd Pedestrian Safety Rapid Flashing Beacons Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	2000 MB	Disc-TCD	Bike/Ped	CON	1,387		1,387					1,387
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	92		92					92
00405	San Leandro	MacArthur Boulevard Park & Ride	2-Central	2010 VRF	Transit	Transit	CON	543				543			
00405	San Leandro	MacArthur Boulevard Park & Ride	2-Central	TFCA	Prog Mgr	Transit	CON	80				80			
00030	SHS	Rides for Seniors	Multiple	2000 MB	Disc-PT	Paratransit	O&M	235	235						235
00051	SJRRC	ACE Capital	Multiple	2000 MB	01	Transit	Various	13,184	13,184						13,184
00382	SJRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	235		235					235
00382	SJRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	CON	1,765			1,765				1,765
00031	SSPTV	Volunteer Assisted Senior Transportation Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	325	325						325
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	210	210						210
00297	SSPTV	Volunteers Assisting Seniors with Transportation (VAST)	4-East	2000 MB	Disc-PT	Paratransit	O&M	701	215	179	189	118			583
00010	Union City	Operations Support for Route 2	3-South	Lifeline	STA	Transit	O&M	220	220						220
00062	Union City	Union City Intermodal Station	3-South	2014 MBB	TEP-22	Transit	Planning / Scoping	51	51						51

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CIP ID	**Sponsor**	**Project Title**	**PA**	**Fund Source**	**Fund Subset**	**Mode**	**Phase**	**Programmed Amount**	**Prior Thru FY2020-21**	**FY2021-22**	**FY2022-23**	**FY2023-24**	**FY2024-25**	**FY2025-26**	**Total Allocated (Thru FY22-23)**
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	PE/Env	5	5						5
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	780	780						780
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	CON	5,779	5,779						5,779
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	CMA-TIP	Other	Bike/Ped	CON	1,100	1,100						1,100
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	TFCA	Prog Mgr	Bike/Ped	CON	136	136						136
00266	Union City	Dyer Road Pavement Rehabilitation	3-South	STP/CMAQ	LSR	LSR	CON	872	872						872
00267	Union City	Bicycle and Pedestrian Master Plan Update	3-South	2000 MB	Disc-BP	Bike/Ped	Planning / Scoping	150	150						150
00317	Union City	Union City IDEA Grant Traffic Signal Control Improvement	4-East	TFCA	Prog Mgr	Transit	CON	221	221						221
00333	Union City	East-West Connector / Quarry Lakes Parkway	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	6,700	2,500	4,200					6,700
00371	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	10		10					10
00372	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	CON	71		71					71
00390	Union City	Union City Electric Bus Infrastructure	3-South	TFCA	Prog Mgr	Transit	CON	1,500		1,500					1,500
00294	USOAC	Senior Public Transportation Training and Education Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	419	96	103	108	112			307
00281	Various	State Transportation Improvement Program	Multiple	STIP	RIP	HWY	Various	48,813	48,813						48,813
00282	Various	Lifeline Cycle 5 Program	Multiple	Lifeline	Various	Transit	Various	4,789	4,789						4,789
							Totals	**1,361,738**	**1,220,063**	**89,831**	**17,838**	**32,502**	**717**	**723**	**1,327,732**

Total 2-year Allocations	**$ 107,669**
Total 5-year Programming	**$ 141,611**



ALAMEDA
County Transportation Commission

2022 Comprehensive Investment Plan

Appendix D

CIP Programming Principles and Guidelines



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Alameda County Transportation Commission

COMPREHENSIVE INVESTMENT PLAN
PROGRAMMING PRINCIPLES AND GUIDELINES

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SECTION 1
COMPREHENSIVE INVESTMENT PLAN
PROGRAMMING PRINCIPLES

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1. PURPOSE

The purpose of the Comprehensive Investment Plan (CIP) is to facilitate strategic programming and allocation of all fund sources under Alameda CTC's programming responsibilities. This includes funding from federal, State, regional, and local fund sources such as the Surface Transportation Program (STP) / Congestion Mitigation Air Quality Program (CMAQ), Lifeline Transportation Program, Transportation Fund for Clean Air Program (TFCA), local sales tax measures and vehicle registration fee programs.

To streamline programming of these funds sources, the CIP considers all available fund sources through a consolidated funding program that prioritizes, evaluates, and recommends funding to critical transportation infrastructure and operational needs that build and maintain the county's transportation system. The coordinated programming effort is also intended to minimize the number of funding applications required from Project Sponsors and prioritize investments to projects and programs ("projects") identified through countywide transportation planning efforts.

The purpose of the CIP programming principles established herein is to provide a framework for programming and allocation decisions made by the Alameda CTC to accomplish countywide transportation goals and objectives. The following five fundamental guiding principles have been identified:

1. Implementing Alameda CTC's adopted visions and goals
2. Balance strategic investments across project delivery phases
3. Maximize transportation investments
4. Investments in all modes and areas within Alameda County
5. Deliver solutions while ensuring accountability

The CIP programming principles are not intended to replace existing programming requirements of individual fund sources. Instead, the principles are intended to create a uniform consolidation of historically separate programming goals and practices, where applicable, to more effectively coordinate funding towards highly beneficial transportation projects that address congestion, state of good repair, economic development, access, safety, and connectivity of a multimodal transportation system.

2. PROGRAMMING AND ALLOCATIONS PROCESS

The CIP includes a five-year programming window with a two-year allocation plan (i.e. the first two years of the five-year window).

The current programmed amount for a given project represents a commitment amount that is available for allocation when the programmed funds shift into the CIP's two-year allocation window. An allocated amount represents the amount available for encumbrance in project funding agreements and/or contracts, which are, in turn available for reimbursement of eligible costs.

All programmed funds are subject to the availability of funds, and current programming and allocation priorities.

The CIP programming and allocation process is as follows:

1. Alameda CTC will make programming and allocation recommendations to certain projects based on the available fund estimate for a given five-year CIP programming cycle.
2. Projects programmed within the first two-years of a given CIP will receive an allocation.
3. Projects with outer year programmed funds will receive an allocation in the fiscal year in which the funds were originally programmed, upon the Project Sponsor's allocation request through the CIP application process.
    - Allocation requests to advance outer programmed funds are subject to the availability of funds and Commission approval, as priority is given to projects with funds already allocated in the two-year allocation window.
4. Projects with outer year programmed funds that are not ready for an allocation may request to have the programming deferred to an outer CIP programming year by notifying Alameda CTC.

3. FUND SOURCES AND PROGRAMS

The CIP consolidates the programming and allocations of the various fund sources under Alameda CTC's purview. These sources are delineated into principle programs, where feasible, as identified on the table below. For example, 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee (VRF) Bicycle/Pedestrian funds are consolidated into a single Bicycle/Pedestrian Program. This provides greater coordination of similar funding types, requirements, and eligibilities to meet larger program goals and objectives. For all locally-funded programs (principle programs 1-10) a project-funding agreement between the Alameda CTC and Project Sponsor is required. For all other programs (principle programs 11- 13) Project Sponsors are required to enter into a funding agreement directly with the appropriate federal, State, or regional agency.

Principle Program	Fund Source & Investment Program
1. Bicycle/Pedestrian Program	Measure B (MB) Bike/Pedestrian Countywide Discretionary Fund Measure BB (MBB) Bike/Pedestrian Grant Program Measure BB (MBB) Three Major Trails Vehicle Registration Fee (VRF) Pedestrian-Bicycle Access and Safety Program
2. Transit Program	MB Express Bus MBB Innovative Transit Program (transit pass programs) VRF Transit for Congestion Relief Program

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Principle Program	Fund Source & Investment Program
3. Transit Center for Development Program	MB Transit Center Development Program
4. Community Development Investment Program	MBB Community Development Investment Program
5. Paratransit Program	MB Special Transportation for Seniors and People with Disabilities "Gap Grant" Program MBB Coordination and Service Grants
6. Freight and Economic Development Program	MBB Freight and Economic Development MBB Countywide Freight Corridors
7. Technology, Innovation and Development	MBB Technology, Innovation, and Development
8. Local Streets and Roads (Arterials) Program	MBB Congestion Relief, Local Bridge, Seismic Safety
9. Highways Program	MBB Highway Capital Projects
10. Transportation Fund for Clean Air (TFCA)	TFCA Program
11. Lifeline Transportation Program (LTP)	State Transit Account (STA) Job Access Reverse Commute (JARC) and Surface Transportation Program (STP)
12. One Bay Area Grant Program (OBAG)	Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ)
13. State Transportation Improvement Program (STIP)	STIP

4. PROGRAMMING CAPACITY

Alameda CTC's programming capacity is limited to the funding anticipated to be available for projects included in the five-year programming and allocation horizon. Projects are programmed over a five-year period, with allocations to projects in the first two-years of the CIP window. Projects that exceed the five-year fiscally constrained CIP will be considered for inclusion in future CIP updates, and may receive priority consideration in the event a previously programmed commitment is unable to be delivered, or additional funding capacity is made available. Alameda CTC will provide a programming fund estimate as part of the CIP call for projects process.

5. PROGRAMMING PRIORITIES

Through the CIP, funds are prioritized to projects as follows:

a. Achieves Fundamental Programming Principles: The degree to which projects achieve the CIP's five (5) fundamental programming principles (*refer to Section 6 of CIP for details)*.
   1. Implementing Alameda CTC's adopted visions and goals
   2. Balance strategic investments across project delivery phases
   3. Maximize transportation investments
   4. Investments in all modes and areas within Alameda County
   5. Deliver solutions while ensuring accountability

b. Countywide Significance: Projects identified as a countywide priority, as an identified project, or along a transportation corridor, in Alameda CTC's Countywide Transportation Plan (CTP), Multi-modal Plans (Goods Movement, Arterial, and Transit), transportation

expenditure plans, and the Countywide Bicycle and Pedestrian Plans will receive higher priority consideration.

c. Readiness: Projects demonstrating higher state of construction readiness will receive higher priority consideration. Readiness includes technical and financial readiness such as completion of engineering, environmental and design studies, identification of risk-mitigation measures, secured funding towards project completion, feasible schedule, etc. Projects must be deliverable within the timeframe that funds are made available.

d. Fund Leveraging: Projects that leverage external funding commitments (such as federal and State discretionary funds) shall receive higher priority consideration.

e. Coordination and Support: The degree to which a project demonstrates coordination and support from multiple jurisdictions, agencies, and the community stakeholders throughout the planning and project implementation phases, and identification of commitments to maintain the improvements after completion.

6. ELIGIBLE APPLICANTS

a. Eligible applicants (direct recipients) of funds programmed through the CIP are limited to the following:

1. Cities of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, Union City
2. County of Alameda
3. Transit agencies Altamont Corridor Express (ACE), Alameda-Contra Costa Transit District (AC Transit), San Francisco Bay Area Rapid Transit District (BART), Livermore Valley Transportation Authority (LAVTA), Union City Transit, and San Francisco Water Emergency Transportation Authority (WETA)
4. East Bay Regional Parks District (EBRPD)
5. Public school districts (K-12) in Alameda County *(exclusively for student transit pass programs)*
6. Alameda County Transportation Commission (Alameda CTC)
7. Private, non-profit organizations *(exclusively for programs targeted towards seniors and people with disabilities)*
8. Entities that are not identified specifically as eligible direct recipients will only be eligible to receive CIP funds as sub-recipients by partnering with an eligible direct recipient that is willing to pass through the funds to a sub-recipient. Exceptions allowing other entities to directly receive funds may be granted by Alameda CTC on a case-by-case basis.

b. Applicants must acknowledge and agree to comply with the specific requirements of the identified fund source and project funding agreement requirements prior to receiving funds programmed and allocated through the CIP.

c. Applicants must provide the expertise and staff resources necessary to successfully deliver projects within the constraints of the fund source requirements.

d. Applicants must identify and maintain a staff position that serves as the single point of contact for Alameda CTC programmed funds within that agency.

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7. ELIGIBLE PROJECTS

Eligible CIP projects are as follows:

a. Projects must demonstrate a public benefit towards building and maintaining the transportation infrastructure in Alameda County.

b. Projects must be publicly accessible, and not only for private entity use.

c. Projects must be in and consistent with the most current adopted Regional Transportation Plan and the Alameda CTC's CTP.

d. Projects must meet the goals and objectives of the funding sources and funding programs.

- Projects funded with 2000 Measure B, 2014 Measure BB, and VRF monies must be consistent with eligible use of funds of the respective expenditure plans.
- Example requirements for federal funding include:
  - Compliance with the California Environmental Quality Act (Public Resource Code Section 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures.
  - Completion of a Federal Transportation Improvement Program (FTIP) application through the Metropolitan Transportation Commission's Funding Management System.
- Potential funding eligibilities examples are identified on Exhibit A - Project Categories, Funding Eligibility, and Transportation Priorities.

e. Eligible capital infrastructure projects may include (but are not limited to):

- Local street and road improvements
- Bicycle and/or pedestrian infrastructure improvements include new facilities, parking/lockers, gap closure, and safety improvements
- Highway capital investments
- Freight, ferry, rail, and intermodal projects that facilitate the movement of goods, services, and people
- Transit infrastructure enhancements and expansion
- Safety or modernization improvements to transit centers, stations, or facilities,
- Transportation improvements that provide greater transit access for residents of low-income and disadvantaged communities
- Improvements that reduce greenhouse gas emissions
- Technology improvements such as intelligent transportation system, transit signal priority, innovative uses of technology as it pertains to improving the transportation system

f. Eligible non-infrastructure projects may include (but are not limited to):

- Bicycle and pedestrian master plans
- Feasibility or scoping only studies for capital projects
- Safe Routes to School program operations
- Crossing guard programs

- Safety education, training, enforcement, and promotional programs
- Transportation demand or traffic management programs
- Travel training and mobility management programs
- Transit or shuttle operations
- Transit incentive programs (including fare based)
- Bike share or rideshare programs

8. MINIMUM/ MAXIMUM AWARD AND MATCHING REQUIREMENTS

Project Type	Minimum Request	Maximum Request	Minimum Match
Capital Improvement	$250,000	$2,000,000	30% By Phase Requested
Programs and Transit/Shuttle Operations	$100,000 per year	$500,000 per year	75%
Plans/Studies	$100,000	$100,000	50%

The CIP will focus on comprehensive transportation projects that yield significant benefits to the countywide transportation system. In general, smaller projects or early project development (planning/scoping) activities that are able to be funded through local means (direct local distribution funds) will be a lesser priority for discretionary funding.

Project Sponsors shall provide the minimum match of Alameda CTC's administered funds requested by phase, unless otherwise stated by a particular program guideline.

9. MATCHING REQUIREMENTS

a. Matching funds must be expended concurrently and proportionally to the Alameda CTC's administered funds allocated to the phase for the project.
b. Previously incurred costs or previously expended funds do not count towards fulling minimum matching requirement.
c. Named capital projects with identified specific funding commitments in the 2014 Measure BB Transportation Expenditure Plan are exempt from the matching requirements.
d. Projects funded with federal funds (such as STP/CMAQ) requires a non-federal local match. Non-federal sources for local match can include local sales tax, special bond measures, financial private donations, and other local revenues.
e. In-kind funding (non-cash contributions of time, goods and services, equipment, or space) will not count towards fulling the CIP matching requirement.
f. Alameda CTC may consider on a case-by-case basis exceptions to the matching requirement. Such exceptions may include exemptions for projects that provide considerable transportation benefits and/or projects that leverage significant transportation funds for the county.

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10. ELIGIBLE PROJECT COSTS

Eligible costs for funds programmed through the CIP include

- Project development and preconstruction activities such as scoping level documents, preliminary study reports, feasibility studies, environmental documents, preliminary engineering and design work.
- Activities related to construction, rehabilitation, right-of-way acquisition, environmental mitigation, capital equipment acquisition.
- Program implementation, transit services, and shuttle operations.

All eligible costs for reimbursement must be in accordance with the policies and provisions set forth and described in detail in the "Eligible Costs for Reimbursement by Alameda CTC Policy".

Applicants are responsible for securing the necessary matching and for any additional funding needed to complete the project as a result of project cost increases, higher actual bid estimates, loss of funding, underestimated contingencies, and future maintenance costs.

11. FUNDING RESTRICTIONS

- Alameda CTC administered funds shall not supplant other committed funds.
- Alameda CTC will not be responsible to fund any cost overruns, cost increases, higher bid estimates, maintenance costs, or funding shortfalls beyond Alameda CTC's original programming and allocation commitment.
- 2000 Measure B Express Bus funds are only available to AC Transit and LAVTA.
- Programmed federal, State, and regional funds are subject to the requirements of the specific fund source, and may require Project Sponsors to enter into funding agreements directly with the authorizing agency.
- Reimbursement for eligible staff costs are limited to non-Measure B/BB/Vehicle Registration Fee Direct Local Distribution (DLD) recipients, unless otherwise agreed upon by the Alameda CTC with a project funding agreement for labor that includes direct staff implementation of a project activity. DLD recipients are expected to use DLD or other local funds to support staffing, contract management, and administrative costs associated with the project.
- Payments to fund recipients will be made on a reimbursement basis and after approval of submitted invoices. No reimbursements will be made prior to the execution of a project funding agreement with the Alameda CTC. Invoices are required to be submitted at least once every six months with required progress reports and completed task deliverables, unless otherwise authorized and approved by Alameda CTC.

12. SHUTTLE OPERATIONS FUNDING REQUIREMENTS

Funding for shuttle operations is strictly limited to shuttles which provide connections for first/last mile connections from regional transit facilities, transportation hubs, business districts, and employment centers. Paratransit services are not eligible for funding under transit eligible funding sources.

- Eligible applicants must be a public agency eligible to receive Alameda CTC funds.
- Shuttle service must be wholly located in Alameda County, available to general public, and serve multiple employers.
- Service routes within 0.5 mile radius from a major regional transit facility (BART station, major bus transfer station, or ferry terminal) will be given priority consideration.
- Applicants must provide a minimum match required for transit/shuttle operations.
- Service Operations Requirement
    - Shuttle service must not compete with existing fixed-route transit services provided by Alameda-Contra Costa Transit District, Livermore Amador Valley Transit Authority, or Union City Transit. A Letter of Concurrence from the appropriate transit agency, must be provided to affirm coordination with the transit agency, and acknowledge that the proposed shuttle program would not complete with existing or planned transit services.
- Funding Priority Considerations
    - Programs demonstrating long-term and local sustainability with matching funding consisting of 50 percent (50%) or more coming from private sources i.e. private business investment districts will be given priority consideration.
    - Ridership exceeding 500,000 annual boarding's, documented by existing service data or documented ridership projections will be given priority consideration.

13. FREIGHT RELATED PROJECTS FUNDING REQUIREMENTS

Funding for freight related projects is strictly limited to improvements that significantly contributes to the freight systems' economic activity or vitality; relieves congestion the freight system, improves the safety, security, or resilience of the freight system; improvements or preserves the freight system infrastructure; implements technology or innovation to improve the freight system or reduce or avoid its negative impacts; or reduces or avoids adverse community and/or environmental impacts of the freight system.

Freight related projects funded by Alameda CTC must not have the direct purpose or intent to increase the overall system capacity to facilitate the transportation of coal in bulk.

14. PROJECT SELECTION CRITERIA

Project applications that meet the following screening criteria will be considered.

1. Consistency/identified within the most recently adopted Regional Transportation Plan and Countywide Transportation Plan.
2. Consistency/identified within the most recently adopted Countywide Bicycle and Pedestrian Master Plan *(applicable to bicycle/pedestrian improvements).*
3. Provide the minimum match of Alameda CTC's administered funds requested by phase.

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The primary CIP project selection criteria are as follows:

1. Project Need and Benefits: Project clearly defines project needs and how proposed transportation improvement will benefit the intended users at a local and countywide level, and provide a usable segment (as applicable).

   Alameda CTC will consider key project merits and anticipated project performance such as (in no particular order):

   - Congestion Relief: Project's ability to enhance mobility and access by addressing existing and future congestion and travel demands.
   - State of Good Repair: Project's ability to improve the condition of existing transportation facilities or address identified issues if the system is left unimproved.
   - Transportation Significance: Project demonstrates regional or countywide significance towards improving the transportation network, economic competitiveness, and environmental conditions i.e. regional greenhouse gases.
   - Safety and Connectivity: Project's ability to foster a safe, connected, and accessible transportation system for multimodal movement of goods and people.
   - Multimodal Access: Project's ability to contribute to a multimodal transportation system that serves all users, provides transportation choices, and provides greater access to schools, jobs, homes, and transit.

2. Project Readiness: Project contains a well-defined funding plan, budget, and schedule. Project has no foreseeable implementation issues, has governing body approval, and is supported by the local community. Applicant clearly identifies the ability to coordinate among appropriate internal and external agencies, and has identified stakeholders. Project with a completed project study report or equivalent scoping document will receive a higher priority consideration for readiness.

3. Sustainability: Project application identifies funding sources and responsible agency for sustaining and maintaining the project beyond the funding period. Project is identified in a long-term development plan.

4. Matching Funds: Project has secured or committed funding from other funding sources outside of Alameda CTC's funding resources that is beyond the minimum matching requirement.

5. Other fund source specific criteria requirements: Project must meet the program requirements of specific fund sources, such as cost effectiveness calculations or proximity-connectivity to specific areas and user groups. These requirements are specific to the fund source and may change with each programming cycle.

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Projects will be scored on a scale based on the project's expected outcomes and performance, project readiness, sustainability, and leveraging ability. Refer to Exhibit B – Project Selection Criteria for scoring weights for each project selection criteria category. Programming recommendations may not be based strictly on the scoring criteria alone. Consideration will be given towards the requirements of the various Alameda CTC administered fund sources, project delivery requirements, geographic equity, and countywide synergies of proposed improvements.

The project selection criteria will be applied by category mode (bicycle/pedestrian, transit, goods movement, highway, local streets and roads, transit operations, etc.) to provide a direct evaluation of similar investments to one another, i.e. transit projects to transit projects.

15. PERFORMANCE MEASURES AND MONITORING

Project Sponsors must identify and establish project goals, deliverables, and performance measures and intended outcomes that will measure the effectiveness of the investment. Performance measures will be established as part of a project funding agreement between Alameda CTC and the fund recipient.

a. For capital projects, performance indicators may include, but are not limited to, an evaluation of a project's ability to achieve CIP programming priorities, ability to meet specific funding program goals, and reporting on the status and implementation on the project delivery.
b. For operations, performance indicators may include the above, as well as quantifying and monitoring the number of trips, service hours, cost effectiveness, and outreach efforts.

16. POST ALLOCATION REQUIREMENTS

Project Sponsor whom are an awarded Alameda CTC Administered funding allocation are required

- Submit a governing body approval resolution that accepts Alameda CTC funds, confirms local matching commitments, project delivery strategy, and local support for the project in order to entered into a project funding agreement with Alameda CTC.
- Enter into a project funding agreement between the Alameda CTC for approved of allocations of Measure B, Measure BB, VRF, TFCA, and other funds under Alameda CTC purview. Agreements will include project scope, cost, schedule, performance measures, reporting requirements, publicity requirements, audit requirements, task deliverables, effective date of reimbursable costs, etc. The current agreement requirements are located here: https://www.alamedactc.org/app_pages/view/19025.
- Comply with Alameda CTC's Local Business Equity Program requirements: https://www.alamedactc.org/get-involved/contract-equity/

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17. TIMELY USE OF FUNDS AND RESCISSION OF FUNDS

a. Projects must be started within a year of the schedule identified in the executed funding agreement that defines the date of eligible costs and reimbursements. Funds may be rescinded if a project is not started within the established time period.
b. Projects must be completed within three (3) years of the established initiation date, unless a different period is identified in the program guidelines or approved in advance by the Alameda CTC and incorporated into the funding agreement.
c. Projects receiving federal and State funds are to start and expend the program funds within the delivery timeframe required by federal funding requirements.
d. Projects are subject to the specific timely use of funds, policies and provisions pertaining to the specific fund sources allocated to the Project.
e. Failing to meet timely use of funds requirements, fund agreement requirements, funding commitments, project schedules, or applicable regulations could result in loss or withholding of funds. If fund awards are withdrawn, allocations may be disencumbered from a funding agreement and removed from the CIP.
f. Rescinded funds will be returned to the program to be distributed in a future CIP cycle.

18. OTHER REQUIREMENTS

a. Program specific guidelines may supersede the requirements set forth in these CIP programming guidelines.
b. Programming and allocations actions made through the CIP are subject to the current policies and guidelines, as they may be created, revised, or amended from time to time.
c. Request for fund allocations for named 2014 Measure BB capital projects must be made prior to execution a funding agreement. The request for allocation must include at minimum a summary of project costs defined by phase and fund source, and a project schedule for each phase.
d. Alameda CTC may consider on a case-by-case basis exceptions to the programming requirements of the CIP programming principles and guidelines in the event of unanticipated programming actions/funding availability, or if a proposed project has extraordinary project merit, project synergies, or project delivery circumstances that if implemented will result in a significant countywide benefit.

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Exhibit A

Project Categories, Funding Eligibility, and Funding Eligibility

Projects will be separated into project categories by type as part of the project selection and evaluation process to prioritize projects relative to each other. The following table identifies CIP project categories, transportation priorities, and example funding eligibility.

Project Categories, Funding Eligibility, and Priority			Federal		State	Regional and Local									
#	Category and Sample Example Projects *(eligible fund sources are generally identified for the category; some example projects may not directly eligible for the fund source)*	Transportation priorities *(in no particular order)*	STP	CMAQ	STIP	TFCA	Lifeline	MB- MBB-VRF Bike/Ped	MB- MBB-VRF Transit	MB-MBB Paratransit	MBB-VRF Technology	MB-TCD	MBB-Congestion Relief	MBB-CDIP	MBB-Freight Economic
1.	Transit Capital • Capital rehabilitation • Capacity expansion, stations, capital replacement • Safety and Access improvements • Transit Signal Priority (TSP) / Communications	1. Increase transit access and ridership 2. Regional projects in the expenditure plans 3. Projects/need identified in a transit plan 4. Increase frequency or reliability of service operations 5. Facilitates express bus services	X			X	X				X	X		X	
2.	Local Streets and Roads (Arterials) • Major Arterial Performance Initiative Program • Roadway Safety/Traffic Calming • Grade separations • Traffic Signals, ITS/CCTV installations and upgrade • Signal timing and coordination • Complete Streets and Streetscape • Coordination with freeways and ramps • Roadway/Pavement Rehabilitation • Sidewalk installation	1. Regional projects in the expenditure plans. 2. Projects/need identified in Multimodal Arterials Plan 3. Enhances multimodal connectivity and reliability, of transit, bicycle and pedestrian networks. 4. Provides congestion relief and increased mobility	X	X	X	X	X				X	X	X	X	X
3.	Bicycle and Pedestrian • Bike facilities (includes Class 1,2,3, and 4 facilities) • Bike storage capital costs (racks, lockers, cages) • Safety, gap closure, infrastructure improvements • Bicycle and Pedestrian Master Plans and updates • Safe Routes to School improvements/programs	1. Identified in a Countywide Bicycle/Pedestrian Plan 2. Regional projects in the Expenditure Plans 3. Closes gaps in local and countywide bicycle/pedestrian network. 4. Improves safety and connectivity by removing known barriers to access and connections to activity centers, schools, jobs, and transit 5. Bicycle/pedestrian master plans update to improve coordination	X	X		X	X	X				X			
4.	Highway Capital • Interchange, bridge, sound wall, ramp improvements • Bridge improvements • Express lanes	1. Regional projects in the Expenditure Plans 2. Improves safety and connectivity 3. Address state of good repair of transportation system 4. Address congestion and mobility		X							X		X	X	X

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Project Categories, Funding Eligibility, and Priority			Federal		State	Regional and Local									
#	Category and Sample Example Projects *(eligible fund sources are generally identified for the category; some example projects may not directly eligible for the fund source)*	Transportation priorities *(in no particular order)*	STP	CMAQ	STIP	TFCA	Lifeline	MB- MBB-VRF Bike/Ped	MB- MBB-VRF Transit	MB-MBB Paratransit	MBB-VRF Technology	MB-TCD	MBB-Congestion Relief	MBB-CDIP	MBB-Freight Economic
5.	Freight and Economic Development (Goods Movement) • Truck/port/freight operations and goods movement • Airport Facilities, Truck-vehicle parking • Quiet Zone Improvements *Note: Road or highway access improvements will be evaluated under local streets and roads or highway categories.*	1. Regional projects in the Expenditure Plans 2. Projects identified a Goods Movement Plan 3. Reduce conflicts 4. Improve goods mobility and economic development 5. Enhance coordination to distribution centers	X	X							X			X	X
6a.	Transit Operations (non-paratransit) • Fixed route or Shuttle operations and service expansion • Transit priority measures • Congestion Relief Programs • Transit incentive programs (including fare-based)	1. Increase reliability of service operations 2. Increase transit ridership 3. Maintains or expands express bus services 4. Demonstrates operational and funding sustainability	X	X	X	X	X		X					X	
6b.	Paratransit Capital and Operations • ADA Mandated Services • City-based, non-ADA Services • Specialized transportation programs • Capital improvements (accessible vehicles, signage) • Related assessments and plans	1. Maintains or expands existing transportation services designed for seniors and people and disabilities 2. Increases accessibility of transportation services 3. Eliminates gaps in existing services by offering transportation options for seniors and people with disabilities to important travel destinations to meet life needs.	X				X			X				X	
7.	Transportation Demand Management / Education Outreach • Fare incentives – student bus passes • Guarantee Ride Home Program • Technical Assistance • Alternative mode education and incentives • Safe Routes to School or Transit • Parking management	1. Facilitates connectivity to transit 2. Promotes multi-modal transportation and modal shifts away from single occupancy vehicle (SOV) use towards alternative modes, including bicycle/pedestrian and transit. 3. Provides a cost-effective strategy to improve and facilitate access to transit, schools, and job centers.	X	X		X	X		X					X	
8.	LSR / Highway Operations • Traffic Signal Operations, ITS, maintenance • Highway and Bridge Maintenance & Operations	1. Addresses state of good repair of transportation system 2. Addresses congestion and mobility	X	X	X						X		X		
9.	Planning / Studies • Planning studies and implementation • Feasibility or scoping only studies • Modal Plans/Studies • Bicycle and Pedestrian Master Plans	1. Defines project scopes, schedules and expected outcomes 2. Examines feasibility of improvement implementations 3. Contributes to long-rang planning of improvements for future implementation and decision making 4. Supports Transit Oriented Development (TOD) and Priority Development Areas (PDA)	X	X	X			X	X	X	X	X		X	X

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Exhibit B

Project Selection Criteria

Proposed projects will be scored on the basis of applicant responses to the following criteria, as applicable. Additional criterion may be included within this framework based on program needs and funding requirements.

A. READINESS DELIVERY CRITERIA The project has a well-defined funding plan, budget and schedule; implementation of the project phase is feasible; governing body approval and community support are demonstrated; and the sponsor demonstrates coordination among internal and external agencies, as applicable.		
Index	*Criteria* (individual criterion evaluation scale High = 3 pts, Medium = 2 pts, and Low = 1 pt)	*Criteria Weight*
1.	Project Development Status *(not initiated, underway, complete)* • Status of planning and scoping documents • Status of environmental phase and clearances • Status of preliminary engineering & design phase • Status of right-of-way acquisitions	45
2.	Detailed Scope, Schedule, and Funding Plan • Defined project scope • Defined schedule and budget • Identified funding need to continue project development	
3.	Implementation Issues • Identified implementation issue(s) resolved or mitigated • Local community and governing body support • Coordination with partners	
	Subtotal	*45*

B. NEEDS AND BENEFITS CRITERIA The project need is clearly defined and demonstrates how the transportation improvement will benefit intended users by increasing connectivity, improving access, maintaining transportation facilities/equipment (as applicable), promoting innovation, improving safety, facilitating a clean environment, and contributing to economic growth.		
Index	*Criteria* (individual criterion evaluation scale High = 3 pts, Medium = 2 pts, and Low = 1 pt)	*Criteria Weight*
1.	Connectivity/Gap Closures • Expands the transportation system, network, or service • Enhances intermodal and multi-jurisdictional connectivity • Complements existing services (not duplicative)	45
2.	Access Improvements • Increases access to activity centers, central business districts, and employment centers • Serves transit dependent populations, communities of concerns, disadvantaged or vulnerable populations. • Improves transportation routes to schools • Serves a known or realistic level of demand in the community for transit services	
3.	State of Good Repair • Corrects a deteriorating condition/aging infrastructure • Addresses past deferred maintenance • Replaces capital assets that have exceeded their useful life	
4.	Technology and Innovation • Promotes innovative (non-traditional) elements for services	

B. NEEDS AND BENEFITS CRITERIA The project need is clearly defined and demonstrates how the transportation improvement will benefit intended users by increasing connectivity, improving access, maintaining transportation facilities/equipment (as applicable), promoting innovation, improving safety, facilitating a clean environment, and contributing to economic growth.		
	• Promotes vehicle technology or ITS coordination • Incorporates innovative design treatments to transportation projects	
5.	Multimodal Benefits • Identifies benefits to transit, bike, pedestrian, rail, and goods movement • Support multimodal transportation through coordination of improvements	
6.	Environmental Benefits • Promotes modal shifts that encourages less dependency on motorized transportation • Supports transit and/or transit access improvements • Supports housing and/or jobs adjacent to transit	
7.	Safety & Security • Identifies safety concerns • Increases public safety through a reduction of risk of accidents for vehicles, bicycles, and/or pedestrians • Identifies known safety issues with a proven countermeasure to address the conflicts	
8.	Economic Growth • Promotes job growth • Increases in economic growth as a result of improvements to freight corridors	
	Subtotal	*45*

C. MATCHING FUNDS CRITERIA Commits other funds beyond the minimum match		
Index	*Criteria* (evaluation scale 1 pt for every 5% match beyond minimum match requirement)	*Criteria Weight*
1.	Matching Funds • Commits other identified funds beyond the minimum match requirement for the phase of which funds are being requested.	10
	Subtotal	*10*

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SECTION 2
PROGRAMMING/ALLOCATION GUIDELINES FOR
2014 MEASURE BB
ARTERIALS PROGRAM

PROGRAM SUMMARY

The Arterials Program includes discretionary funding from the 2014 Measure BB Transportation Expenditure Plan (2014 TEP). This program aims to support the arterials in our community that serve as major commute routes for those traveling by transit, auto, bicycle, or foot, and enhance access to jobs, stores, and more through capital infrastructure investments, service operations, and innovative projects. This program focuses on improvements to major roads, bridges, freight corridors, or quiet zones.

The 2014 Measure BB funds shall be allocated and expended in accordance with the requirements of the expenditure plan.

FUND SOURCE

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 TEP outlines projects and programs ("projects") that will be funded with the sales tax revenues. Ten percent (10%) of the net revenue collected is dedicated to funding congestion relief, local bridge, and seismic safety type projects benefiting arterials and roadways that improve the mobility of transit riders, motorists, bicyclists, and pedestrians, as well as the movement of goods to stores and consumers within Alameda County.

Funds will be periodically distributed by Alameda CTC for projects with proven abilities to improve accessibility, enhance operational efficiencies, increase safety, and reduce congestion. Such activities include projects that remove bottlenecks, improve safety, enhance operations, and enhance alternatives to single occupant auto travel in key commute corridors.

As identified in the 2014 TEP, examples of investments and commute corridors eligible for funding include:

- *North County Major Roadways*: Solano Avenue Pavement resurfacing and beautification; San Pablo Avenue Improvements; State Route 13/Ashby Avenue corridor; Marin Avenue local road safety; Gilman railroad crossing; Park Street, High Street and Fruitvale Bridge replacements; Powell Street Bridge widening at Christie; East 14th Street improvements and Oakland Army Base transportation infrastructure improvements.

- *Central County Major Roadways:* Crow Canyon Road safety improvements, San Leandro local road resurfacing, Lewelling Road/Hesperian Boulevard improvements and Tennyson Road grade separation.

- *South County Major Roadways:* East-west connector in North Fremont and Union City, I-680/I-880 cross connectors, Fremont Boulevard improvements, upgrades to the relinquished Route 84 in Fremont, Central Avenue Overcrossing, Thornton Avenue widening, Mowry Avenue and Newark local streets.

- *East County Major Roadways:* Greenville Road widening, El Charro Road improvements, Dougherty Road widening, Dublin Boulevard widening and Bernal Bridge construction.

- *Countywide Freight Corridors:* Outer Harbor Intermodal Terminal at the Port of Oakland, 7th Street grade separation and roadway improvement in Oakland, as well as truck routes serving the Port of Oakland.

PROGRAMMING AND ALLOCATION PRIORITIES

The Arterials Program seeks to award projects that advance goals identified in the Countywide Multimodal Arterials Plan and as identified in the 2014 TEP. The programming and allocation primary priority shall be towards projects that contribute significantly to furthering countywide mobility along arterials. This program recognizes that concentrating improvements in key arterial corridors will improve access and efficiencies, increase safety, and reduce congestion. In general, competitive projects are those that serve residents from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Regional projects or corridors identified in the Transportation Expenditure Plan**: Priority consideration is given to regional projects that are identified in the Transportation Expenditure Plans.

2. **Projects aligned with needs established in the Multimodal Arterials Plan**: Priority consideration is given to projects that align with the modal priorities and needs as established in the Countywide Multimodal Arterials Plan.

3. **Measure BB Capital Program Delivery Plan:** Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.
4. **Enhance multimodal connectivity**: Priority consideration is given to projects that enhance the reliability, safety, and connectivity of transit, bicycle and pedestrian networks.

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5. **Congestion relief and increased mobility**: Priority consideration is given to projects identified as significantly improving congestion on major commute corridors and facilitating connectivity and travel over multiple jurisdictions.

6. **State of Good Repair**: Priority consideration is given to projects that improve the conditions of existing transportation facilities or address conditions that would otherwise deteriorate if left unimproved.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance mobility, access, safety, and convenience in Alameda County. Arterials Program funds will be available for the example projects in projects that include, but are not limited to the following:

Capital Infrastructure

- Resurfacing and beautification
- Local road safety improvements
- Intersection enhancements
- Traffic/signal operation improvements
- Grade separations and railroad crossings
- Bridge replacements
- Cross connectors
- Truck route improvements
- Quiet zone enhancements
- Education, enforcement and promotion programs

INELIGIBLE PROJECTS

- Freight related projects funded by Alameda CTC must not have the direct purpose or intent to increase the overall system capacity to facilitate the transportation of coal in bulk.

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SECTION 3
PROGRAMMING/ALLOCATION GUIDELINES FOR
2000 MEASURE B, 2014 MEASURE BB, AND VEHICLE REGISTRATION FEE
BICYCLE AND PEDESTRIAN DISCRETIONARY PROGRAM

PROGRAM SUMMARY

The Bicycle and Pedestrian Discretionary Program includes the combined funding from the 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee (VRF) that are available to bicycle and pedestrian improvements. This program aims to support enhanced access and safety for bicyclists and pedestrians through capital infrastructure investments, safety education, outreach promotion, and planning activities.

The 2000 Measure B, 2014 Measure BB, and VRF funds shall be allocated and expended in accordance with the requirements of their respective expenditure plans.

FUND SOURCES

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that supports projects which improve the County's transportation system. Collections began in April 1, 2002 and will continue through March 30, 2022. The 2000 Measure B Transportation Expenditure Plan (2000 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. Five percent (5%) of the net revenue collected is dedicated to bicycle and pedestrian projects. The five percent (5%) is further separated into two distribution categories:

- 75 percent (75%) of the funds are formula Direct Local Distributions to Alameda County cities and County based on population; and
- 25 percent (25%) of the funds are distributed on a discretionary basis through the Measure B Bicycle and Pedestrian Countywide Discretionary Fund.

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects that will be funded with the sales tax revenues. Eight percent (8%) of the net revenue collected is dedicated to bicycle and pedestrian infrastructure and safety projects that support projects that encourage people to bike and walk, as designated below:

- Three percent (3%) or $264 M is directed towards the Completion of Three Major Trails - Iron Horse Trail, Bay Trail, and the East Bay Greenway Corridor; and

- Three percent (3%) is formula allocated as Direct Local Distributions to Alameda County cities and County based on population; and
- Two percent (2%) of the funds are distributed on a discretionary basis through the Measure BB Bicycle and Pedestrian program for regional projects and trail maintenance. Funds in this category includes use for Countywide Bicycle and Pedestrian coordination.

Vehicle Registration Fee

Measure F, approved by Alameda County voters in November 2010, authorizes a ten dollar ($10) per year vehicle registration fee. Collections for the VRF program began in May 2011. The goal of the VRF program is to support transportation investments that maintain and improve the County's transportation network and promote the reduction of vehicle-related emissions through congestion relief, alternative transportation, or innovative transportation strategies. Five percent (5%) of the VRF funds are dedicated to the VRF Pedestrian and Bicycle Access and Safety Program, which goal is to improve the safety of bicycles and pedestrians by reducing conflicts with motorized vehicles, create safety access to activity centers, and improve connectivity of the transportation network.

PROGRAMMING AND ALLOCATION PRIORITIES

The Bicycle and Pedestrian Discretionary Program seeks to award projects that advance countywide bicycle and pedestrian goals as identified in the Alameda CTC's Countywide Bicycle and Pedestrian Plans, and the Measure B, Measure BB, and VRF expenditure plans. The Alameda CTC's Countywide Bicycle and Pedestrian Plans identifies a priority vision system consisting of projects, corridors, and improvement initiatives that are the most significant from a countywide perspective. This priority system will guide and focus the programming and allocations of the bicycle/pedestrian program funds.

Priority (in no particular order) is given to projects as follows:

1. **Capital Infrastructure**: A minimum of 70 percent (70%) of available program funds during a given programming cycle will be specifically allotted to capital infrastructure investments.

2. **Non-infrastructure**: Up to 30 percent (30%) of available program funds during a given programming cycle may be used for non-infrastructure improvements including program operations, plans, and studies.

3. **Identified in the Countywide Bicycle and Pedestrian Plans**: Priority consideration is given to bicycle and pedestrian projects identified as a countywide priority in Alameda CTC's Countywide Bicycle and Pedestrian Plans.

4. **Regional projects in the Expenditure Plans**: Priority consideration is given to regional projects that are identified in the Transportation Expenditure Plans. This includes projects identified in the Alameda CTC's Measure BB Capital Project Delivery Plan.

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5. **Gap Closure**: Priority consideration is given to projects that close gaps in local and countywide bicycle/pedestrian network.

6. **Safety and Connectivity**: Priority consideration is given to projects that improve connections to activity centers, schools, jobs, and transit by addressing and removing known barriers to access and connecting multiple jurisdictions and/or planning areas.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance bicycle and pedestrian access, convenience, safety and usage in Alameda County.

Bicycle and Pedestrian Discretionary Program funds will be available for projects that include, but are not limited to the following:

Capital Infrastructure

- Sidewalks and multi-use paths
- Bikeways and pedestrian facilities
- Crossing improvements (at intersections, interchanges, railroad, freeway)
- Bicycle and pedestrian signals
- Bicycle lockers, racks and parking facilities
- Signage, lighting, railing and other accessibility improvements for bicyclists/pedestrians
- Traffic calming devices
- Bicycle/pedestrian access improvements to and from transit facilitates, and schools
- Gap closure projects that link and build upon the existing bicycle/pedestrian network
- Bicycle/pedestrian components of complete streets and streetscape improvements
- Capital maintenance such as pavement rehabilitation, infrastructure replacement or upgrades that extend or replenish a facility's useful life.

Non-infrastructure

- Bicycle and Pedestrian Master Plans
- Feasibility or scoping only studies for capital projects
- Safe routes to school program operations
- Crossing guard programs
- Safety education, training, enforcement, and promotional programs

INELIGIBLE PROJECTS

- Routine maintenance of roadway facilitates with bicycle/pedestrian infrastructure

- Routine maintenance of multi-use pathways and bike facilities including maintenance staff, trash cleanup, graffiti removal, vegetation removal, small pavement sealing/resurfacing, and lighting repairs.
- Ongoing facility operations (e.g. attended bicycle parking)

OTHER REQUIREMENTS/FUNDING RESTRICTIONS

Measure BB Funds – Completion of Three Major Trails

- Measure BB funds identified ($264 M) for the Completion of Three Major Trails Funds in the 2014 Transportation Expenditure Plan are limited to capital construction and/or capital maintenance projects that enhance the East Bay Greenway from Oakland to Fremont, Bay Trail Gap Closure and Access Projects, and Iron Horse Trail Gap Closure and Access Projects. Priority funding consideration is given to projects that directly enhance the regional bicycle/pedestrian transportation network pertinent to these three trails, and as envisioned and prioritized in the Alameda CTC's Countywide Bicycle and Pedestrian Plans, and other countywide plans.
    - Eligible projects
        - Capital infrastructure projects that address gaps and connectivity issues, safety and accessibility concerns, and capital maintenance needs such as pavement rehabilitation, infrastructure replacement or upgrades that extend or replenish a facility's useful life to and from these three major trails.
    - Ineligible projects
        - Routine maintenance of multi-use pathways and bike facilities including maintenance staff, trash cleanup, graffiti removal, vegetation removal, small pavement sealing/resurfacing, and lighting repairs.
        - Bicycle/pedestrian education, outreach, and promotional programs.

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SECTION 4
PROGRAMMING/ALLOCATION GUIDELINES FOR
2014 MEASURE BB
COMMUNITY DEVELOPMENT INVESTMENT PROGRAM

PROGRAM SUMMARY

The Community Development Investment Program (CDIP) will support existing and new transportation infrastructure improvements that will enhance access and provide increased connectivity to and between job centers, schools, transportation facilities, community centers, and residential developments. Investments include capital projects, programs, plans and studies which serve to achieve the objectives of the CDIP, including but not limited to improvements to BART station facilities, bus transfer hubs, bicycle/pedestrian infrastructure, local streets and roads, and transit that facilitate transit-oriented growth.

The 2014 Measure BB funds shall be allocated and expended in accordance with the requirements of the expenditure plans.

FUND SOURCE

2014 Measure BB
Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. The 2014 TEP establishes a total of 4 percent of net sales tax revenue, for the development and implementation of the program. CDIP investments are intended to enhance access and safety around transit stations and hubs, and to support station area development and transit oriented development at the station areas listed in the 2014 TEP.

PROGRAMMING AND ALLOCATION PRIORITIES

The Community Development Investment Program seeks to award projects that advance access and connectivity to transit as identified in the Measure BB expenditure plan. The programming and allocation primary priority shall be towards projects that contribute significantly to furthering community connectivity to transit, schools and job centers. In general, competitive projects are those that enhance connectivity from more than one specific planning area or jurisdiction in Alameda County.

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Priority (in no particular order) is given to projects as follows:

1. **Capital Infrastructure**: A minimum of 70 percent (70%) of available program funds in a given programming cycle will be specifically allotted to capital infrastructure investments.

2. **Non-infrastructure**: Up to 30 percent (30%) of available program funds in a given programming cycle may be used for non-infrastructure improvements including program operations, shuttle operations, plans, and studies.

3. **Increase Access and Connectivity:** Priority consideration will be given to projects that significant improve access and connectivity to transit, jobs and schools.

4. **Leveraging Funds**: Projects that demonstrate program sustainability by leverage and secure external funding commitments beyond the minimum matching requirement.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance access and safety around transit stations, hubs, and transit oriented development.

CDIP funds will be available for projects that include, but are not limited to the following:

Capital Infrastructure

- Transit station improvements including plazas, station access, pocket parks, parking facilities
- Local streets and road improvements including streetscape projects associated with high density developments and near transit facilities with sample elements such as pedestrian street lighting, bulb outs, crosswalk and sidewalk improvements, new striping for bicycle lanes and road diets, way finding signage and bus shelters.
- Bicycle and pedestrian improvements including bikeways and bike-transit facilities, bicycle/pedestrian paths and bridges, safe routes to transit, bicycle parking.
- Park-and-ride facility improvements
- Passenger rail station access and capacity improvements
- Development and implementation of transit priority treatments on local roadways
- Equipment and rolling stock such as equipment that is attached to a facility and integral to the benefit of the facility (i.e. EV charging stations)

Non-infrastructure

- Planning studies
- Feasibility or scoping only studies for capital projects
- Transit and shuttle operations
- Transit incentive programs (including fare-based)

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- Safety education, training, enforcement, and promotional programs

INELIGIBLE PROJECTS

- Vehicle purchases and vehicle maintenance
- Studies that extend beyond Alameda County other than to establish contributing impacts
- Routine maintenance of capital facilities
- Promotional program giveaways including food, etc.
- Transit and shuttle operations must not directly duplicate existing services, but may enhance services and should be coordinated with existing services and transit operators to the extent feasible.

OTHER REQUIREMENTS

- Shuttle operations will be limited to a maximum award of $500,000 per year, and will require a 75 percent (75%) match.
- Plans and Studies will be limited to a maximum award of $100,000, and will require a 50 percent (50%) match.

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SECTION 5
PROGRAMMING/ALLOCATION GUIDELINES FOR
2000 MEASURE B, 2014 MEASURE BB, AND VEHICLE REGISTRATION FEE
FREIGHT AND ECONOMIC DEVELOPMENT PROGRAM

PROGRAM SUMMARY

The Freight and Economic Development Program includes discretionary funding from the 2014 Measure BB Program, which aims to develop innovative approaches to moving goods in a safe and healthy environment in support of a robust economy.

The 2014 Measure BB funds shall be expended in accordance with the requirements of the expenditure plan.

FUND SOURCES

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. One percent (1%) of the net revenue collected is dedicated to funding improvements that support moving goods in a safe and healthy environment in support of a robust economy as part of the Traffic Relief on Highways Type (Highway Program) included in the 2014 TEP.

Funds will be periodically distributed by Alameda CTC for projects with proven abilities to accomplish the goals listed below:

- Enhance the safe transport of freight by truck or rail in Alameda County, including projects that reduce conflicts between freight movement and other types of transportation
- Improve reduction of greenhouse gas production in the transport of goods
- Mitigate environmental impacts of freight movements on residential neighborhoods
- Enhance coordination between the Port of Oakland, the Oakland Airport, and local jurisdictions for the purposes of improving the efficiency, safety, and environmental impacts of freight operations

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PROGRAMMING AND ALLOCATION PRIORITIES

The Freight and Economic Development Program seeks to award projects that advance freight related goals identified in the Countywide Goods Movement Plan and as identified in the 2014 TEP. The programming and allocation primary priority shall be towards projects that contribute significantly to furthering countywide safety and coordination of goods movement. In general, competitive projects are those that enhance safety and connectivity of freight services from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Projects in the Expenditure Plans:** Priority consideration is given to projects that are identified in the Transportation Expenditure Plans. Funding from this category will be done in coordination with the Highway Program in the following section to support related transportation projects and corridor investments, where applicable.

2. **Measure BB Capital Program Delivery Plan:** Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.

3. **Projects aligned with needs established in the Goods Movement Plan**: Priority consideration is given to projects that align with the modal priorities and needs as established in the Countywide Goods Movement Plan.

4. **Reduce conflicts:** Priority consideration is given to projects that reduce conflicts between goods movement, passenger transportation, and local communities, and that improve safety.

5. **Improve goods mobility and economic development:** Priority consideration is given to projects that positively affect truck mobility and accessibility.

6. **Enhance coordination:** Priority consideration is given to projects that mitigate impacts on neighborhoods and enhance coordination between freight distribution centers.

ELIGIBLE PROJECTS

Eligible projects include improvements that accomplish the program's objective to improve mobility and coordination of freight and goods to and from Alameda County. Projects must directly address a specific freight coordination issue or goods movement need.

The Freight and Economic Development program will be available for projects that include, but are not limited to the following:

- Highway interchange improvements that address freight or passenger delays

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- Technology programs that address smart operations and deliveries
- Rail infrastructure capacity improvements on freight rail lines
- Gateway infrastructure improvements
- Impact reduction programs
- Local truck route enhancements
- Goods movement planning support
- Quiet Zone Improvements
- Airport Facilities
- Truck vehicle parking
- Truck/port/freight/operations

INELIGIBLE PROJECTS

- Projects that do not directly benefit or facilitate freight and goods movement in Alameda County.
- Projects that do not meet the goals and objectives of this program.
- Freight related projects funded by Alameda CTC must not have the direct purpose or intent to increase the overall capacity to facilitate the transportation of coal in bulk.

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SECTION 6
PROGRAMMING/ALLOCATION GUIDELINES FOR 2014 MEASURE BB HIGHWAY PROGRAM

PROGRAM SUMMARY

The Highway Program seeks to implement projects as identified in the Measure BB 2014 Transportation Expenditure Plan (2014 TEP). The expenditure plan identifies specific highway and freight corridors and improvements on I-80, SR-84, I-580, I-680, and I-880 that would address infrastructure gaps and facilitate greater access, congestion relief and goods movement. The 2014 TEP identifies specific projects for each of the highway corridors in the amount of $600M, with an additional one percent (1%) of net revenue or approximately $77M specifically targeted towards improvements that improve goods movement. Projects were based on project readiness, local priority, and the ability to leverage current investment and funds. Alameda CTC aims to prioritize the specific investments that demonstrate an ability to move forward in project implementation and delivery. A number of eligible projects, or candidate projects will be selected for funding based on their contribution to maximizing the connectivity, reliability, and efficiency of the transportation system, while also providing congestion relief and facility improvements.

FUND SOURCES

2014 Measure BB

Measured BB, approved by Alameda County in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 TEP outlines projects and programs that will be funded with the sales tax revenues. The 2014 TEP identifies $600 million for specific highway capital improvements with an additional one percent (1%) of net revenue or approximately $77 million, targeted specifically for the Freight and Economic Development Program that supports goods movement related improvements.

Funds will be periodically distributed by Alameda CTC for projects that will make the existing highway system safer, more efficient, and effective by:

- Removing bottlenecks at interchanges and other hot spots
- Improving efficiency by providing HOV/HOT/Express Lanes and operational improvements, and integrating Intelligent Transportation System (ITS) strategies
- Providing connectivity/accessibility between goods, markets, and employment centers
- Complementing other modes of transportation and integrating complete street features
- Completing gaps in the system
- Improving air quality by reducing pollution and greenhouse gas emissions

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The 2014 Measure BB funds shall be expended in accordance with the requirements of the expenditure plan.

PROGRAMMING AND ALLOCATION PRIORITIES

The Highway Program seeks to award projects that improve the safety and efficiency of Alameda County's highway system, as specifically identified in the 2014 TEP. The programming and allocation primary priority shall be towards projects that contribute significantly towards addressing safety, access and infrastructure gaps, while also furthering countywide efficiencies and coordination of goods movement. In general, competitive projects are those that enhance safety and connectivity of freight services from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Projects in the Expenditure Plans:** Priority consideration is given to projects that are identified in the 2014 TEP and earmarked for certain Measure BB amounts. Priority consideration is provided to projects that are specifically named or referenced in the group category and that have already started various project development phases such as scoping, preliminary engineering, design, and environmental.

2. **Improve Safety:** Priority consideration is given to projects that improve safety among vehicles, bicycles and/or pedestrians, on major truck routes, and the safety of maintenance and operational workers.

3. **Measure BB Capital Program Delivery Plan:** Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.

4. **Improve mobility and provide congestion relief:** Priority consideration is given to projects that positively affect transportation mobility and accessibility. This includes the removal of bottlenecks at the interchange locations and other hot spots identified, improving efficiency by providing additional capacity via HOV/HOT/Express and operational improvements, and reducing travel times (peak hour vehicle delays and average vehicle delays).

5. **Enhance Connectivity/Access Improvements**: Priority consideration is given to projects that provide connectivity and accessibility between goods and markets, ports, major businesses and employment centers

6. **System Reliability:** Priority consideration is given to projects that maximize connectivity, and provide congestion relief, gap closures, and contribute to improving environmental conditions i.e. air quality.

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ELIGIBLE PROJECTS

Eligible projects include improvements that accomplish program's objectives to improve efficiency, remove bottlenecks, and increase access on the highway system to and from Alameda County. The Highway Program funds will be available for projects that include, but are not limited to the following:

- Highway projects and corridors identified in the 2014 TEP from the following investment categories:
  - I-80 Improvements
  - I-580 Improvements
  - I-680 Improvements
  - I-880 Improvements
  - I-880 Improvements
  - SR-84 Improvements
- Highway related improvements that provide congestion relief, increase safety, access, and enhances mobility of vehicles and goods movement operations.

INELIGIBLE PROJECTS

- Projects that do not directly benefit transportation in Alameda County.
- Projects that do not have a direct nexus or beneficial impact to the identified highway corridors.
- Projects that do not meet the goals and objectives of this program.
- Freight related projects funded by Alameda CTC must not have the direct purpose or intent to increase the overall capacity to facilitate the transportation of coal in bulk.

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SECTION 7
PROGRAMMING/ALLOCATION GUIDELINES FOR
2000 MEASURE B AND 2014 MEASURE BB
PARATRANSIT DISCRETIONARY GRANT PROGRAM

PROGRAM SUMMARY

The Paratransit Discretionary Grant Program includes the discretionary funding from the 2000 Measure B and the 2014 Measure BB paratransit programs as a unified grant program. The 2000 Measure B and 2014 Measure BB funds shall be expended in accordance with the requirements of the guiding expenditure plans.

FUND SOURCES

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that supports multiple projects and programs to improve the County's transportation system. Collections began on April 1, 2002 and will continue through March 30, 2022. The 2000 Measure B Transportation Expenditure Plan (2000 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. A total of 10.45 percent (10.45%) of net MB revenue is directed towards projects intended for seniors and people with disabilities (Paratransit). The 10.45 percent (10.45%) is further split, as follows:

- 9.02 percent (9.02%) of net revenues are Direct Local Distributions (DLDs) to Alameda County cities, County and Transit Operators as follows:
    - 5.63 percent (5.63%) are DLDs directed towards the East Bay Paratransit Consortium (AC Transit and BART) for Americans with Disabilities Act (ADA) mandated paratransit services; and
    - 3.39 percent (3.39 %) are DLDs directed towards Alameda County cities and County for paratransit services based on a funding formula with population and other factors. The formula is recommended by the Alameda CTC's Paratransit Advisory and Planning Committee (PAPCO) and approved by the Commission.
- 1.43 percent (1.43%) of net revenues are distributed on a discretionary basis, based on a funding recommendation by PAPCO and approved by the Commission. Funds in this category includes use for countywide paratransit programs administered by the Alameda CTC.

2014 Measure BB

Measure BB, approved by Alameda County voters in 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects that will be funded with the sales tax revenues. Ten percent (10%) of net revenue collected is dedicated to paratransit projects targeted towards seniors and people with disabilities (Paratransit), as follows:

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- Six percent (6%) of net revenue is directed towards the East Bay Paratransit Consortium (AC Transit and BART) for ADA-mandated services.
- Three percent (3%) of net revenue are DLDs directed towards Alameda County cities and County for paratransit services, as follows:
    - A funding formula based on the percentage of the population over age 70 in each of four planning areas; and
    - Funds can be further allocated within each planning area to the individual cities based on a formula recommended by PAPCO and approved by the Commission.
- One percent (1%) of net Measure BB revenues are administered by the Alameda CTC and directed towards coordinating services across jurisdictional lines or filling gaps in the system to meet the mobility needs of seniors and people with disabilities. Funds in this category includes use for countywide paratransit programs administered by the Alameda CTC.

PROGRAM GOALS

Discretionary grant funding will be focused on mobility management types of activities that improve consumers' ability to access services, improve coordination between programs, and/or address gaps in the transportation system. The Program is designed to complement DLD funding which is dedicated to more traditional trip-provision services (e.g. taxi subsidies, door-to-door services, etc.). Mobility management activities aim to:

- Enhance people's travel options and access to services
- Promote awareness and education
- Effectively communicate/disseminate information to the public
- Improve coordination and partnerships
- Address critical gaps in the transportation system for seniors and people with disabilities
- Encourage seniors and people with disabilities who are able to use fixed-route public transit to do so
- Meet needs cost effectively and efficiently

Capital improvements and equipment purchases are also eligible if directly related to the implementation of mobility management and meet other criteria, e.g. transit stop improvements that support improving access to public transit for seniors and/or people with disabilities.

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PROGRAMMING AND ALLOCATION PRIORITIES

Priority (in no particular order) is given to projects as follows:

1. **Identified in a Countywide or Regional Plan or Assessment:** Identified as a countywide and/or regional priority in a relevant plan or needs assessment such as the Alameda Countywide Transit Plan, Assessment of Mobility Needs of People with Disabilities and Seniors in Alameda County (Alameda County Needs Assessment), MTC Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) or other relevant countywide or regional plan or needs assessment.
2. **Multi-jurisdictional Projects:** Identified projects that provide service across jurisdictional boundaries.
3. **Projects that provide critical, same-day accessible transportation service throughout Alameda County.**
4. **Other priorities** as recommended by PAPCO: PAPCO may periodically recommend other Program funding priorities.

ELIGIBLE PROJECTS

- **Mobility Management Type Programs**
  - Travel training
  - Trip planning assistance to improve access
  - One-Call/One-Click type programs
  - Volunteer driver programs
  - Coordination of service provision at the planning area level or countywide (separate from the cost of traditional trip provision, e.g. the administration costs for a planning area-wide program)
  - Transportation programs that fill unique and/or critical needs and gaps that are not filled through traditional trip-provision models

- **Capital Projects/Procurement**
  - Capital improvements and equipment purchases are eligible if directly related to the implementation of a project within an eligible category, including but not limited to:
    - Transit stop improvements that support improving access to public transit for seniors and/or people with disabilities
    - Accessible vehicle and equipment purchase
    - Capital projects to improve accessibility at shuttle stops.

This funding is not intended for ADA-mandated or City-based services that would traditionally be funded through DLD allocations. Sponsors are encouraged to submit programs that will benefit more than one city or otherwise illustrate advancement of coordination and mobility management goals.

Eligible projects must conform to the Commission-adopted *Implementation Guidelines for Paratransit Programs funded through Measure B and Measure BB*.

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Refer to the *Implementation Guidelines for Paratransit Programs* for detailed eligibility requirements and service descriptions here: http://www.alamedactc.org/app_pages/view/19025.

INELIGIBLE PROJECTS

- Projects that do not conform to the Commission-adopted *Implementation Guidelines for Paratransit Programs funded through Measure B and Measure BB*.
- Capital projects, programs, maintenance, or operations that do not directly improve paratransit services.
- Using Program funds to replace/supplant other secured funding.

EVALUATION FRAMEWORK

PAPCO has historically supported projects and programs that:

- Demonstrate effectiveness at meeting mobility management goals
- Project sufficient demand for the program/service/project
- Are ready for implementation
- Provide service across jurisdictional boundaries
- Demonstrate coordination and collaboration with other service providers in their planning area
- Are effective, according to adopted performance measures and past performance (where applicable) or projected performance supported by substantive evidence of potential for success
- Are cost effective
- Leverage funds (including DLD reserves)
- Have been identified as a priority in relevant countywide or regional plans or needs assessments such as the Alameda Countywide Transit Plan, the Alameda County Needs Assessment, or the Coordinated Plan
- Support equitable distribution of resources throughout the County

PROGRAM REQUIREMENTS

Applicants should review requirements in the full CIP guidelines.

Maximum Grant Size
The maximum grant size is $500,000; there is no minimum grant size.

Minimum Matching Requirements
Minimum Matching requirements for applicants are as follows:

- Programs: 12% local match for DLD recipients, and 5% for non-DLD recipients.
- Plans and Studies: 50% local match
- Shuttle and transit operations: 50% local match
- “In-kind” costs are not eligible.

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- Matching funds must be expended concurrently and proportionally to the Alameda CTC's administered funds allocated to the phase for the project.
- DLD recipients must demonstrate a commitment to using their DLD reserves and new Measure BB DLD funds.
- Matching funds contributed to a project beyond the minimum required level may increase the competitiveness of the application.

Letter(s) of Support

All applicants must work in coordination with other service providers in their planning area. To demonstrate this support:

- Applicants must describe how they are coordinating with local jurisdictions, transit agencies, and non-profit organizations to fill service gaps and complement existing services.
- Non-profit organizations are required to provide a letter(s) of support from a local agency and/or transit provider to confirm service coordination and project support.
- All applicants are encouraged to provide letters from partners to demonstrate community support and coordination.

To establish partnerships, contact information for Measure B and Measure BB recipients of paratransit Direct Local Distribution (DLD) funds can be accessed at http://accessalameda.org/category/cities/.

Monitoring and Performance Measures

- Progress reports will be required every six (6) months illustrating program/project progress and funds spent.
- Applicants must identify program/project goals, deliverables, and performance measures that will be reported on in these progress reports.

RESOURCES

Resources for the 2020 CIP call for project nominations, including a link to the online application can be accessed from the Alameda CTC's website at: http://www.alamedactc.org/app_pages/view/19025.

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SECTION 8
PROGRAMMING/ALLOCATION GUIDELINES FOR
2014 MEASURE BB AND VEHICLE REGISTRATION FEE
TECHNOLOGY, INNOVATION, AND DEVELOPMENT PROGRAM

PROGRAM SUMMARY

The Technology, Innovation, and Development Program includes the discretionary funding primarily from the 2014 Measure BB. However, funds identified for the Vehicle Registration Fee (VRF) Local Technology Program may be made available upon availability, at the discretion of the Alameda CTC, to meet the overall goals of the Technology, Innovation, and Development Program. Projects funded through the program shall support innovative development and application of technologies that enhance the performance of a multimodal transportation system.

The 2014 Measure BB and VRF funds shall be allocated and expended in accordance with the requirements of their respective expenditure plans.

FUND SOURCES

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects that will be funded with the sales tax revenues. One percent (1%) of the net revenue collected is dedicated to funding innovative approaches to meet the County's transportation vision, emphasizing the use of new and emerging technologies to better manage the transportation system. Successful models will receive the first priority for funding from this category.

Funds will be distributed periodically by Alameda CTC for projects with proven abilities to accomplish the goals listed below:

- Increase utilization of non-auto types of transportation or to increase the occupancy of autos with the goal of reducing congestion, air pollution, and greenhouse gas production.
- Reduce transportation-related greenhouse gases through the utilization of a cleaner vehicle fleet including alternative fuels and/or locally produced energy.
- Use demand management strategies designed to reduce congestion, increase use of non-auto transportation, manage existing infrastructure and reduce greenhouse gas emissions.
- Inform consumers of their transportation choices and improve the efficiency or effectiveness of the county's transportation system.

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- Manage parking supply to improve availability and utilization, and to reduce congestion and greenhouse gas production.
- Support environmental mitigation for transportation projects including land banking.

Grant awards will emphasize demonstrations or pilot projects which can leverage other funds.

Vehicle Registration Fee

Measure F, approved by Alameda County in November 2010, authorizes a ten dollar ($10) per year vehicle registration fee. Collections for the VRF Program began in May 2011. The Measure F Transportation Expenditure Plan outlines projects that will be funded with VRF receipts. The goal of the VRF program is to support transportation investments that maintain and improve the County's transportation network and promotes the reduction of vehicle-related emissions through congestion relief, alternative transportation, or innovative transportation strategies.

Five percent (5%) of net VRF funds are dedicated to the VRF Local Transportation Technology Program. This program aims to improve the performance of road, transit, pedestrian and bicyclist technology applications, and would accommodate emerging vehicle technologies such as electric and plug-in-hybrid vehicles. On January 23, 2014, the Alameda CTC adopted a VRF Local Transportation Technology Program Policy to direct the administration of the Local Transportation Technology Program as a Direct Local Distribution (DLD) program to the Alameda CTC. The goal of this policy is to create a reliable source of funding to support ongoing operational requirements and cost incurred by the Alameda CTC for technology related capital investments that benefit traffic corridors in Alameda County such as the "Smart Corridors Program" and other significant countywide technology programs implemented by the Alameda CTC.

PROGRAMMING AND ALLOCATION PRIORITIES

The Technology, Innovation, and Development Program seeks to award projects that contribute significantly to furthering countywide technological advancement and innovation related enhancing the transportation system through new and emerging research, assets, capital investments, applications, and technological based transportation strategies. In general, competitive projects are those that serve more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Capital Infrastructure**: A minimum of 70 percent (70%) of available program funds in a given programming cycle will be specifically allotted to capital projects for infrastructure investments.

2. **Non-infrastructure**: Up to 30 percent (30%) of available program funds in a given programming cycle may be used for non-infrastructure improvements program operations, shuttle operations, plans, and studies.

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3. **New and Innovative Approaches**: Priority consideration is given to projects and programs that employ "out-of-the box" approaches to improving the transportation infrastructure and transit services.

4. **Regional projects in the Expenditure Plans**: Priority consideration is given to regional projects that are identified in the transportation expenditure plans. Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.

5. **Increase transit access and ridership**: Priority consideration is given to projects and programs that promote access, use, and connectivity to the transit system and services in Alameda County and throughout the region, by identifying mobility-enhancing practices and technologies that promote multi-modal connectivity, provide transportation options, and improve the transit user's experience.

6. **Asset Innovation and Management**: Priority consideration is given to projects and programs ("projects") that identify innovative and sustainable use of transit vehicles, transit operations, and services including the employment of new technologies or technology-based strategies and partnerships.

7. **Enhance Efficiency of moving people and goods**: Priority consideration is given to projects that create greater mobility and reliability of the transportation system through the application of innovative technologies and practices that create sustainable movement of people and goods that increase economic vitality for the county.

8. **Increase in Safety**: Priority consideration is given to projects that increase safety of the transportation system through safety-enhancing practices, technologies, and programs.

ELIGIBLE PROJECTS

Eligible projects include planning, development, implementation, and maintenance of technology that will best serve Alameda County's transportation goals

Technology, Innovation, and Development Program funds will be available for projects that include, but are not limited to the following:

- Development, installation, operations, monitoring and maintenance of local street and arterial transportation management technology such as the "Smart Corridors Program", traffic signal interconnection, transit and emergency vehicle priority, advanced traffic management systems and advanced traveler information systems
- Infrastructure for alternative vehicle fuels such as electric and plug-in-hybrid vehicle stations

- New or emerging transportation technologies that provide congestion or pollution mitigation
- Technology implementation to improve freight system infrastructure, reliability, and/or to reduce community or environmental impacts related to freight improvements.
- Advanced signal technology for walking and bicycling
- Traveler information systems
- Advanced safety systems including infrastructure improvements that support vehicle-to-vehicle and vehicle-to-infrastructure communication, technologies associated with autonomous vehicles, and other collision avoidance technologies
- Mobile applications that facilitates greater transportation access, car sharing, and user ability (enhanced information availability, connectivity to transit, user experience).
- Advanced public transportation technologies that assist public transportation operators or other shared mobility entities in managing and optimizing public transportation and mobility services. This includes remote fleet monitoring systems, coordinated communication systems, and applications that support transit connectivity, data collection, information sharing, and mobility sharing.

INELIGIBLE PROJECTS

- Projects that do not directly benefit or are inaccessible to the public.
- Projects that do not meet the goals and objectives of this program.
- Freight related projects funded by Alameda CTC must not have the direct purpose or intent to increase the overall system capacity to facilitate the transportation of coal in bulk, pursuant to Government Code Section 14525.3.

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SECTION 9
PROGRAMMING/ALLOCATION GUIDELINES FOR
2000 MEASURE B, 2014 MEASURE BB, AND VEHICLE REGISTRATION FEE
TRANSIT PROGRAM

PROGRAM SUMMARY

The Transit Program includes the combined discretionary funding from the 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee (VRF) Express Bus and Transit. This program aims to support create, expand and enhance access to transit through capital infrastructure investments, service operations, and innovative transit projects. The 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee funds shall be expended in accordance with the requirements of their respective expenditure plans.

FUND SOURCES

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that that supports multiple investments to improve the County's transportation system. Collections began in April 1, 2002 and will continue through March 30, 2022. The 2000 Measure B Transportation Expenditure Plan (2000 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. 0.7 percent (0.7%) of the net revenue collected is dedicated to express bus service projects. The goal of the Express Bus Grant Program is to create, expand, and enhance express bus services, focusing on projects with countywide significance. Measure B funds will be available to fund eligible AC Transit and LAVTA projects only.

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects ("projects") that will be funded with the sales tax revenues. 2.24 percent (2.24%) of the net revenue collected is dedicated to funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this funding category.

Vehicle Registration Fee

Measure F, approved by Alameda County voters in November 2010, authorizes a ten dollar ($10) per year vehicle registration fee. Collections for the VRF Program began in May 2011. The Measure F Transportation Expenditure Plan outlines projects that will be funded with VRF receipts. The goal of

the VRF program is to support transportation investments that maintain and improve the County's transportation network and promote the reduction of vehicle-related emissions through congestion relief, alternative transportation, or innovative transportation strategies. Twenty-five percent (25%) of the VRF funds are dedicated to the VRF Transit for Congestion Relief Program. The goal of the program is to make it easier for drivers to use public transportation, make the existing transportation system more efficient and effective, improve access to schools and jobs, decrease automobile usage and air pollution, and to provide countywide congestion relief.

PROGRAMMING AND ALLOCATION PRIORITIES

The Transit Program seeks to award projects that advance transit related goals identified in the Countywide Transit Plan and as identified in the Measure B, Measure BB, and VRF expenditure plans. The programming and allocation primary priority shall be towards projects that contribute significantly to furthering countywide access to and expansion of transit services. In general, competitive projects are those that serve residents from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Capital Infrastructure**: A minimum of 70 percent (70%) of available program funds in a given programming cycle will be specifically allotted to capital infrastructure investments.

2. **Non-infrastructure**: Up to 30 percent (30%) of available program funds in a given programming cycle may be used for non-infrastructure improvements including program operations, shuttle operations, plans, and studies.

3. **Increase transit access and ridership**: Priority consideration is given to transit projects that promote access, use, and connectivity to transit services and the transit system in Alameda County and throughout the region.

4. **Regional projects in the Expenditure Plans**: Priority consideration is given to regional projects that are identified in the expenditure plans and Countywide Transit Plans (CTP).

5. **Projects aligned with needs established within the Transit Plan**: Priority consideration is given to projects that align with the goals and investment priorities within the Alameda CTC's Transit Plan or similar long-range planning studies.

6. **Reliability of Service Operations**: Priority consideration is given to projects that address regionally significant transit issues and maintain and improve reliability, frequency, and cost effectiveness of operational services.

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7. **Express Bus Services**: Priority consideration is given to Express Bus Services that have countywide significance. In general, projects must service residents from more than one specific area or jurisdiction in Alameda County, or demonstrate how more than one area is served as a result of transit connections that go beyond one planning area.
   Express Bus Service is defined as either:
   a. Service within zones with a defined pick-up area, nonstop express bus service, and a defined drop-off zone, or
   b. Service that provides a simple route layout, has frequent service and fewer stops than regular fixed route service, and may include level boarding, bus priority at traffic signals, signature identification of rapid bus such as color coded buses, stops, and enhanced stations.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance transit access, convenience, and service operations in Alameda County. Alameda CTC's evaluation process will consider the balance of all project types, and prioritize improvements relative to each other (i.e. capital projects to capital projects, operations to operations, study to study), as feasible and practical.

Transit Program funds will be available for projects that include, but are not limited to the following:

- Transit service expansion and preservation to provide congestion relief, such as express bus service in a congested area
- Development and implementation of transit priority treatments on local roadways
- Student transit pass programs identified through the affordable student transit program with models benefiting junior and high school youth riders
- Investments to improve the speed and reliability of transit operations
- Park-and-ride facility improvements
- Increased usage of clean transit vehicles
- Increased usage of low-floor transit vehicles
- Passenger rail station access and capacity improvements
- Routine bus maintenance
- Feasibility or scoping only studies for capital projects
- Safe routes to school operations
- Safety education, enforcement, and promotional programs
- Transit incentive programs (including fare-based)
- Express Bus Services including capital expenses and operations. Ongoing funding for express bus service operations is limited to transit operations that would otherwise be eliminated or encounter service cuts due to severe budget shortfalls.

INELIGIBLE PROJECTS

- Routine bus maintenance

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- Funding to replace funds for existing ongoing programs or transit operations
- Transit and shuttle operations must not directly duplicate existing services, but may enhance services and should be coordinated with existing services and transit operators to the extent feasible.

OTHER REQUIREMENTS

- Ongoing funding service operations is limited to operations that would otherwise be eliminated or encounter service cuts due to severe budget shortfalls.

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SECTION 10
PROGRAMMING/ALLOCATION GUIDELINES FOR
2000 MEASURE B
TRANSIT CENTER DEVELOPMENT PROGRAM

PROGRAM SUMMARY

The Transit Center Development Program (TCD) aims to support create, expand and enhance access to transit through capital infrastructure investments, service operations, and innovative transit projects.

Transit Center Developments refers to priority development areas (PDAs), transit villages, or transit oriented designs, a mixed-use residential or commercial area designed to maximize access to public transportation. The California Department of Transportation defines TCD or Transit Oriented Development (TOD) as "moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitates transit use." The 2000 Measure B funds shall be expended in accordance with the requirements of the expenditure plan.

FUND SOURCE

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that that supports multiple projects to improve the County's transportation system. Collections began in April 1, 2002 and will continue through March 30, 2022. The 2000 Measure B Transportation Expenditure Plan (2000 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. Approximately 0.19 percent (0.19%) of the net revenue collected is dedicated to the TCD Program. The goal of the TCD Program is to encourage transportation development near transit centers to facilitate and support the growth of transit oriented developments.

PROGRAMMING AND ALLOCATION PRIORITIES

The TCD Program seeks to award projects that advance TOD projects, and as identified in the 2000 TEP. The programming and allocation primary priority shall be towards projects that contribute significantly to facilitating residential and retail development near transit centers, and PDAs. In general, competitive projects are those that serve residents from more than one specific planning area or jurisdiction in Alameda County.

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Priority (in no particular order) is given to projects as follows:

1. **Support for Transit Oriented Developments or Priority Development Areas**: Priority consideration is given to activities that promote access, use and connectivity of transportation infrastructure that provides direct access to mixed use developments and housing near major transit facilitates in Alameda County.

2. **Consistent with the Expenditure Plan**: Priority consideration is given to projects that encourage the development of transit centers per the expenditure plan.

3. **Technical Assistance Program**: Priority consideration is given to a technical assistance program administered by the Alameda CTC, known as the Sustainable Communities Technical Assistance Program (SC-TAP), which supports jurisdictions in their technical planning efforts to complete studies and plans in a variety of topics that help advance TOD projects.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance the development of transit centers and transit oriented communities in Alameda County. The program goal is to fund projects that will best serve the County. Alameda CTC's evaluation process will consider the balance of all project types, and prioritize improvements relative to each other (i.e. capital projects to capital projects, operations to operations, study to study), as feasible and practical.

TCD Program funds will be available for projects that include, but are not limited to the following:

- Capital infrastructure projects that support access to and from transit villages
- PDA planning and implementation of projects
- Studies and plans, including technical assistance programs that address multimodal access and complete streets implementation, streetscape and urban design work, and implementation of transit communities, priority development areas, and the associated components
- Consultant services (through a technical assistance program) to complete specific planning, environmental review, and project development tasks

INELIGIBLE PROJECTS

- Project activities that do not support the development or implementation of transit oriented developments or to priority development areas

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SECTION 11
PROGRAMMING/ALLOCATION GUIDELINES FOR
TRANSPORTATION FUND FOR CLEAN AIR (TFCA)
COUNTY PROGRAM MANAGER FUND PROGRAM

PROGRAM SUMMARY

The Transportation Fund for Clean Air (TFCA) County Program Manager (CPM) Fund is funding made available by the Bay Area Air Quality Management District (Air District) from revenue that is generated by a regional four dollar vehicle registration fee. TFCA funded projects are to result in the reduction of motor vehicle emissions and achieve "surplus" emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, signal timing and vehicle trip reduction programs.

As the designated TFCA CPM for Alameda County, the Alameda CTC is responsible for programming 40 percent (40%) of the four dollar ($4) vehicle registration fee that is collected in Alameda County for this program. TFCA funds shall be expended in accordance with the requirements of the Air District's current TFCA CPM Policies, the Air District's adopted county expenditure plans and the provisions set forth in the annual TFCA CPM Master Funding Agreement between the Alameda CTC and the Air District.

FUND SOURCE

Transportation Fund for Clean Air
Pursuant to the 1988 California Clean Air Act, the Air District is required to periodically adopt a Clean Air Plan (CAP), which describes how the region will work toward compliance with State and federal ambient air quality standards and make progress on climate protection. To reduce emissions from motor vehicles, the CAP includes transportation control measures (TCMs) and mobile source measures (MSMs). A TCM is defined as any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions. MSMs encourage the retirement of older, more polluting vehicles and the introduction of newer, less polluting motor vehicle technologies.

To fund the implementation of TCMs and MSMs, the State Legislature, through AB 434 (Sher; Statutes of 1991) and AB 414 (Sher, Statutes of 1995), authorized the Air District to collect a fee of up to four dollars ($4) per vehicle per year, for reducing air pollution from motor vehicles and for related planning and programs. This legislation requires the Air District to allocate 40 percent (40%) of the revenue to an overall program manager in each county. The overall program manager must

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be designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population.

AB 414 references the trip reduction requirements in the Congestion Management Program (CMP) legislation and states that Congestion Management Agencies (CMAs) in the Bay Area that are designated as AB 434 program managers "shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of this chapter (the CMP Statute)." The Air District has interpreted this language to allow a wide variety of transportation control measures as now eligible for funding by program managers, including an expansion of eligible transit, rail and ferry projects.

AB 414 also adds a requirement that designated county program managers adopt criteria for the expenditure of the county subventions and to review the expenditure of the funds. The content of the criteria and the review were not specified in the bill. However, the Air District has specified that any criteria used by a Program Manager must allocate TFCA funding to projects that are: 1) eligible under the law, 2) reduce motor vehicle emissions, 3) implement the relevant TCMs and/or MSMs in the Air District's most recently approved CAP , and 4) are not planning or technical studies.

PROGRAMMING AND ALLOCATION PRIORITIES

The Air District annually adopts policies for the TFCA CPM Fund. The current Air District TFCA CPM Policies further define eligible projects and establish criteria for calculating emissions reductions (i.e., TFCA cost-effectiveness). Projects that are authorized by HSC Section 44241 and achieve TFCA cost-effectiveness, but do not fully meet the Air District's current TFCA CPM policies are subject to Air District approval on a case-by-case basis.

Only projects that result in the reduction of motor vehicle emissions are eligible for TFCA funding. Projects must achieve surplus emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations at the time of the execution of a project-specific fund transfer agreement between the Alameda CTC and the Project Sponsor.

General Program Structure

As the designated CPM for Alameda County, the Alameda CTC is allocated 40 percent (40%) of the funds collected in Alameda County for this program. The Air District will advance these funds to the Alameda CTC in semi-annual installments each fiscal year. The Alameda CTC must fully program the TFCA revenue received each year within the Air District's allowable time period. Any unallocated funds may be reallocated by the Air District. The Alameda CTC will prepare an annual TFCA CPM Fund Estimate, as follows:

- A maximum of 6.25 percent (6.25%) of the annual revenue will be used directly by the Alameda CTC for program implementation and administration.
- The remaining 93.75 percent (93.75%) of funds will be distributed as follows:

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- 70 percent (70%) of funds will be segregated into population-based shares for the cities and County:
  - A minimum of $10,000 to each jurisdiction.
  - City population will be updated annually based on the State Department of Finance (DOF) estimates.
  - The Alameda CTC may choose to roll over a city or the county's annual 70 percent (70%) allocation for programming in a future year.
  - The Alameda CTC may also borrow against the rolled over allocations in order to program all available revenues.
  - Unused funds from cancelled or completed projects are returned to the Project Sponsor's share of the fund estimate and are available for reprogramming in a future cycle.
  - The Alameda CTC may also program against future TFCA revenue for projects that are larger than the annual funds available.
- The remaining 30 percent (30%) of funds are to be programmed to transit-related projects on a discretionary basis:
  - Projects competing for the 30 percent (30%) discretionary funds will be evaluated based on the total emissions reductions projected as a result of the project.
  - Project prioritization may consider the TFCA cost-effectiveness evaluation, the emissions reductions per total project dollar invested for the project and the matching funds provided by the Project Sponsor.
  - Unused funds from cancelled or completed transit discretionary projects are returned to the 30 percent (30%) share of the fund estimate for reprogramming in a future cycle.
  - The Alameda CTC may also program against future TFCA revenue for transit-related projects that are larger than the annual funds available.

ELIGIBLE PROJECTS

Consistent with the project types authorized under the California Health and Safety Code (HSC) Section 44241, projects eligible for TFCA funds include:

- Implementation of rideshare programs;
- Purchase or lease of clean fuel buses for school districts and transit operators;
- Provision of local feeder bus or shuttle service to rail and ferry stations and to airports;
- Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets";
- Implementation of rail-bus integration and regional transit information systems;
- Implementation of demonstration projects in telecommuting and in congestion pricing of highways, bridges and public transit;

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- Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to engine repowers (subject to Air District approval on a case-by-case basis), engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations;
- Implementation of smoking vehicles program;
- Implementation of an automobile buy-back scrappage program operated by a governmental agency;
- Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program; and
- Design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

INELIGIBLE PROJECTS

TFCA funds may not be used for:

- Planning activities that are not directly related to the implementation of a specific project;
- Routine maintenance;
- The purchase of personal computing equipment for an individual's home use;
- Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively for the grantee's employees; or
- Costs of developing TFCA grant applications.

OTHER REQUIREMENTS

TFCA Cost Effectiveness

The Air District requires the evaluation of projects proposed for and completed with TFCA funding for TFCA cost-effectiveness. The Alameda CTC will measure cost-effectiveness based on the ratio of the TFCA cost divided by the sum total tons of emissions (reactive organic gases (ROG), oxides of nitrogen (NOx), and weighted particulate matter ten microns in diameter and smaller "PM10") that are estimated to be reduced by the project. For the purpose of calculating the TFCA cost-effectiveness, the TFCA project cost is the sum of the requested TFCA CPM Funds and any secured TFCA Regional Funds. Air District-generated forms are used to calculate a cost effectiveness result of $ TFCA/ton. The Alameda CTC will only approve projects with a TFCA cost effectiveness, on an individual project basis, that is equal to or less than either: 1) the standard threshold of $90,000 of TFCA funds per ton of total ROG, NOx and weighted PM10 emissions reduced ($/ton), or 2) another threshold as identified in the current Air District TFCA CPM Policies for the project type. Project Sponsors are required to provide the Alameda CTC with the data necessary to evaluate projects for TFCA cost-effectiveness. This may include, but is not

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limited to, transit ridership, bicycle counts, verifiable survey data, vehicle data and results from comparable projects.

Attributes of Cost-Effective TFCA Projects

The following list includes the project attributes typically associated with successful candidate projects for TFCA funding:

- Project purchases or provides service using best available technology or cleanest vehicle (e.g., achieves significant petroleum reduction, utilizes vehicles that have 2010 and newer engines, is not a Family Emission Limit (FEL) engine, and/or have zero tailpipe emissions).
- Project is delivered or placed into service within one year and/or significantly in advance of regulatory changes (e.g., lower engine emission standards.).
- Project requests relatively low amount of TFCA funds; Grantee provides significant matching funds.
- Project is associated with a multi-modal transit center, supports high-density mixed-use development or communities.
- For vehicle trip reduction projects (e.g., bike facilities, shuttle/feeder bus service and ridesharing projects):
    - Project provides service to relatively large percent of riders/participants that otherwise would have driven alone over a long distance.
    - Project provides "first and last mile" connection to between employers and transit.
    - Service travels relatively short distances between start and end point/ and has relatively low mileage and a minimal amount of non-service miles. Shuttle operates on a route (service and non-service miles) that is relatively short in distance.
- For vehicle-based projects:
    - Vehicle has high operational use, annual mileage, and/or fuel consumption (e.g., taxis, transit fleets, and utility vehicles).
- For arterial management and smart growth projects:
    - Pre- and post-project counts demonstrate high usage and a potential to affect mode or behavior shift that reduces emissions.
    - Project demonstrates a strong potential to reduce motor vehicle trips by significantly improving mobility via walking, bicycling, and improving transit.
    - Project is located along high volume transit corridors and/or is near major activity centers such as schools, transit centers, civic or retail centers.

TFCA Expenditure Period

TFCA funding is subject to a TFCA expenditure period. In general, the Air District TFCA CPM Policies allow for a two-year expenditure period unless a longer expenditure period is established at the time of programming. For projects that provide a service, such as ridesharing

programs and shuttle/feeder bus projects, the TFCA grant period is limited to not more than two (2) years for operations, except for bike share (Bay Area Bike Share) projects, which have a TFCA grant period of up to five (5) years. To receive TFCA funding in subsequent funding cycles, all operations projects must be re-evaluated for TFCA cost effectiveness based on the most current project data. The Alameda CTC may approve no more than two one-year extensions to the TFCA expenditure period. Subsequent extensions are granted on a case-by-case basis by the Air District.

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SECTION 12
PROGRAMMING/ALLOCATION GUIDELINES FOR
STP/CMAQ FUNDS
ONE BAY AREA GRANT (OBAG) CYCLE 2 PROGRAM

PROGRAM SUMMARY

The One Bay Area Grant Program Cycle 2 (OBAG 2) is the second round of the federal funding program designed to support the implementation of Plan Bay Area, the region's first Sustainable Communities Strategy (SCS). OBAG 2 covers the five-year period from FY 2017-18 to FY 2021-22.

The OBAG 2 program continues to integrate the region's federal transportation program with California's climate statutes and the SCS, and contributes to the implementation of the goals and objectives of the Regional Transportation Plan. Overall, the OBAG 2 Program goals include:

- Support the SCS by linking transportation dollars to land use decisions,
- Target transportation investments to support Priority Development Areas (PDAs), and
- Select transportation projects for funding based on Alameda County's PDA Investment and Growth Strategy.

MTC's Resolution 4202 (December 2016), the OBAG 2 project selection criteria and programming policy, identifies revenue estimates, project categories, and general and county programming policies and deadlines.

FUND SOURCES

OBAG 2 funding is based on anticipated future federal transportation program apportionments of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funding from the recently passed Fixing America's Surface Transportation (FAST) Act and its predecessor, Moving Ahead for Progress in the 21st Century (MAP-21) Act. The STP and CMAQ programs are the primary federal funding sources distributed to regions for transportation and can fund a variety of project types, including public transit, bicycle and pedestrian and local road and highway projects.

PROGRAMMING AND ALLOCATION PRIORITIES

As established in MTC Resolution 4202, OBAG 2 covers the five-year period from FY 2017-18 to FY 2021-22. At least 70 percent (70%) of OBAG 2 funds is to be programmed towards eligible PDA supportive Transportation Investment Projects. The purpose of PDA supportive transportation investments is to support community based transportation projects that promote new vibrancy to downtown areas, commercial cores, high density neighborhoods, and transit corridors, enhancing

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their amenities and ambiance and making them places where people want to live, work and visit. This category supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes.

ELIGIBLE PROJECTS

OBAG 2 will be available for projects and programs that include, but are not limited to the following:

- Planning and Outreach Activities
- Local Streets and Roads Preservation
- Bicycle and Pedestrian Improvements
- Transportation for Livable Communities
- Safe Routes to School
- Priority Conservation Areas
- Federal Aid Secondary (FAS) Improvements

OTHER REQUIREMENTS

MTC Program Requirements

MTC's Resolution 4202 (December 2016) (http://mtc.ca.gov/sites/default/files/RES-4202_approved_1.pdf) include:

- OBAG 2 funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606, or its successor) including the deadlines for Request for Authorization (RFA) submittal and federal authorization/obligation.
- At least half of the OBAG 2 funds must be obligated (federal authorization/FTA transfer) by January 31, 2020. All remaining OBAG 2 funds must be obligated by January 31, 2023.
- In general, capacity in the first year is to be prioritized for on-going activities such as CMA planning, non-infrastructure projects and the Preliminary Engineering (PE) phase of projects, followed by the capital phases of projects in later years.

Alameda CTC Program Requirements

In addition to conforming to the Alameda County OBAG 2 Programming Guidelines (2018 CIP Appendix J, Section 12), the project evaluation and program development for OBAG 2 conforms to the following:

- Alameda CTC's 2018 CIP Programming Principles (2018 CIP Appendix J, Section 1),
- Overall CIP and OBAG-specific evaluation criteria (2018 CIP Appendix J, Section 1),
- Alameda County OBAG 2 Principles (July 2016) (http://www.alamedactc.org/files/managed/Document/19310/6.6_Combo.pdf) and
- Alameda CTC's PDA Investment and Growth Strategy (update scheduled for May 2017) (http://www.alamedactc.org/app_pages/view/10385)

Additional information related to the programming of OBAG 2 funds, including PDA maps, is available on the Alameda CTC website: http://www.alamedactc.org/app_pages/view/19025.

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SECTION 13
PROGRAMMING/ALLOCATION GUIDELINES FOR
STATE TRANSIT ASSISTANCE
PROGRAM

PROGRAM SUMMARY

State Transit Assistance (STA) funds are generated by the sales tax on diesel fuel, and the amount of money available for transit agencies varies from year to year based on the ups and downs of diesel prices. The State splits the STA program into two components:

Population-based funds: Metropolitan Transportation Commission receives STA based on our share of the population. The use of these funds is governed by MTC Resolution 4321 which established a STA County Block Grant Program whereby the nine Bay Area Congestion Management Agencies determine how to invest the funds in public transit services/projects.

Link to MTC Resolution 4321: https://mtc.ca.gov/sites/default/files/MTC_ResNo_4321_STA_Pop-Based_Funds.pdf

Operators have full discretion over the use of TDA and most of STA apportioned to them. Funds may be used by transit operators for both capital projects and transit operations. For most smaller transit agencies, TDA and STA are their main sources of operating funds.

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SECTION 14
PROGRAMMING/ALLOCATION GUIDELINES FOR
STATE TRANSPORTATION IMPROVEMENT PROGRAM

PROGRAM SUMMARY

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP is composed of two sub-elements: 75 percent of STIP funds go toward the Regional Transportation Improvement Program (RTIP) and 25 percent go to the Interregional Transportation Improvement Program (ITIP).

Alameda CTC adopts and forwards a program of RTIP projects to the Metropolitan Transportation Commission (MTC) for each STIP cycle. As the Regional Transportation Planning Agency for the nine-county Bay Area, MTC is responsible for developing the regional priorities for the RTIP. MTC approves the region's RTIP and submits it to the California Transportation Commission for inclusion in the STIP. The California Department of Transportation is responsible for developing the ITIP.

Principles for the Development of the Alameda County 2018 STIP Project List
(Previously approved October 26, 2017)

- It is anticipated that any new funding programmed in the 2018 STIP will be made available in FYs 2021/22 and 2022/23.
- Previously-approved commitments for STIP programming, included in the attached list, will be considered during the development of the 2018 STIP project list.
- Sponsors of currently programmed projects will be required to provide updated project scope, status, schedule, cost and funding information.
- Any project considered for funding must be consistent with the Countywide Transportation Plan and satisfy all STIP programming requirements.
- Projects recommended for STIP funding must demonstrate readiness to meet applicable STIP programming, allocation and delivery requirements and deadlines.
- Consideration of the following are proposed for the required project prioritization for the development of the 2018 STIP project list:
    - The principles and objectives set forth in the Alameda CTC Comprehensive Investment Plan;
    - Previous commitments for STIP programming approved by the Alameda CTC;
    - Projects that can leverage funds from other SB1 programs
    - The degree to which a proposed project, or other activity intended to be funded by transportation funding programmed by the Alameda CTC, achieves or

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advances the goals and objectives included in the Countywide Transportation Plan;

- The degree to which a proposed project has viable project implementation strategies that are based on current project-specific project delivery information provided by applicants, including:
  - Readiness for the current/requested project delivery phase;
  - The status of environmental clearance;
  - The project cost/funding plan by phase;
  - The potential for phasing of initial segment(s) which are fully-funded and provide independent benefit; and
  - Potential impediments, i.e. risks, to successful project implementation in accordance with the proposed project delivery schedule.

Additional information related to the programming of the State Transportation Improvement Program is available on the Alameda CTC website: http://www.alamedactc.org/app_pages/view/19025.

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SECTION 15
PROGRAMMING/ALLOCATION GUIDELINES FOR
REGIONAL MEASURE 3 PROGRAM

PROGRAM SUMMARY

To help solve the Bay Area's growing congestion problems, the Metropolitan Transportation Commission (MTC) worked with the state Legislature to authorize a ballot measure that would finance a comprehensive suite of highway and transit improvements through an increase tolls on the region's seven state-owned toll bridges. Senate Bill 595 (authored by Sen. Jim Beall of San Jose) was passed by the Legislature and signed into law by Gov. Brown in fall 2017.

Toll revenues will be used to finance a $4.45 billion slate of highway and transit improvements in the toll bridge corridors and their approach routes.

Major projects in the RM 3 expenditure plan include new BART cars to accommodate growing ridership; extending BART's Silicon Valley service to Santa Clara; extending Caltrain to downtown San Francisco; expanding S.F. Muni's transit vehicle fleet; more frequent transbay bus service; interchange improvements in Alameda, Contra Costa and Solano counties; an expanded express lane network; expanded ferry service; a direct freeway connector from northbound U.S. 101 in Marin County to the Richmond-San Rafael Bridge; upgrades to relieve congestion in the Dumbarton Bridge corridor; improving State Route 37; extending the new SMART rail system to Windsor and Healdsburg and much more.

Voter approval of RM 3 raised tolls on the region's state-owned toll bridges by $1 beginning Jan. 1, 2019. Tolls will rise by another $1 in January 2022 with another $1 increase in January 2025. The 2019 increase marked the first toll hike on the seven state-owned bridges since 2010.

Link to Regional Measure 3 Expenditure Plan:
https://mtc.ca.gov/sites/default/files/Final_RM3_Expenditure_Plan.pdf

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ALAMEDA
County Transportation Commission

2022 Comprehensive Investment Plan

Appendix E

CIP Policies and Procedures



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Alameda County Transportation Commission

COMPREHENSIVE INVESTMENT PLAN
POLICIES AND PROCEDURES

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POLICY 1: PROCEDURES FOR PROGRAMMING AND ALLOCATIONS

POLICY: The Alameda County Transportation Commission (Alameda CTC) has programming and allocation authority for a variety of transportation fund sources. Programming and allocations shall be approved by Alameda CTC in accordance with the requirements of the individual fund source and with the standard procedures set forth herein.

Programmed funds in the Comprehensive Investment Plan (CIP) represent a commitment of funds to a Project Sponsor. Programmed funds are not available for expenditure unless and until Alameda CTC approves an allocation of the programmed amount. Only after allocation can funds be encumbered through funding agreements between Alameda CTC and the Project Sponsor, or for Alameda CTC-sponsored projects through contracts for costs to be incurred directly by Alameda CTC.

PURPOSE: Alameda CTC makes programming recommendations for the Alameda County shares of certain local, regional, state and federal funds. The purpose of this policy is to establish standard definitions and procedures by which Alameda CTC exercises its programming and allocation authority. The programming and allocation procedures for each of the fund sources within the purview of Alameda CTC are consolidated through the CIP to standardize the programming and allocation process to the extent practical for such fund sources, while maintaining compliance with the requirements for individual fund sources.

GUIDELINES: Programmed funds are adopted into the applicable programming document by the governing board of the agency or Commission with statutory authority for the administration of the fund program.

Alameda CTC administers the following local, voter-approved funding programs:

- The 1986 Measure B Program;
- The 2000 Measure B Program;
- The 2010 Vehicle Registration Fee Program; and
- The 2014 Measure BB Program.

The commitments from the local, voter-approved funding programs are established in the expenditure plans included in the ballot measure language for each program. The 1986 Measure B, 2000 Measure B, 2010 Vehicle Registration Fee and the 2014 Measure BB expenditure plans each include a set of commitments to fund the programs and projects listed in the plan. The Strategic Plan prepared for each of the individual funding programs confirms the funding commitments, allocated amounts, and the plan for future allocations. The Strategic Plan also functions to guide programming and

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allocation for the individual fund sources to priority transportation investments based on a set of guiding principles.

Alameda CTC also administers the programming and allocation process for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund in compliance with the requirements of the Bay Area Air Quality Management District (BAAQMD), which delegates the programming and allocation administration to Alameda CTC.

Alameda CTC also makes programming and allocation recommendations for other fund sources such as the State Transportation Improvement Program (STIP), Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program (through One Bay Area Grant program), and other funds as they become available to Alameda County, that are contingent upon final approval by the respective governing boards of the agencies with programming authority e.g., Metropolitan Transportation Commission (MTC) and/or California Transportation Commission (CTC).

By definition, programmed amounts for a given project represents the amount committed to the project, subject to allocation. An allocated amount represents the amount available for encumbrance through project funding agreements and/or contracts directly with Alameda CTC. Funds encumbered through project funding agreements and/or contracts are available for reimbursement of eligible project costs. These definitions are expanded with specific procedural considerations below:

- *Commitment Amount:* The Expenditure Plan contains the commitment amount of funds for the local, voter-approved funding programs administered by Alameda CTC. Commitment Amounts for the local, voter-approved funding programs are confirmed in the Strategic Plan appendices to the CIP.

- *Programmed Amount:* The CIP serves as the programming document for the fund sources administered by Alameda CTC.

    - Programmed Amounts approved in the CIP for the local, voter-approved funding programs are based on the Commitment Amounts and the requirements included in the Expenditure Plan for the specific funding program.

    - Programmed Amounts approved in the CIP for the TFCA County Program Manger Fund are based on the programming and allocation process administered by Alameda CTC in accordance with BAAQMD requirements.

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- Programmed Amounts shown in the CIP for fund sources not directly administered by the Alameda CTC may be included for informational purposes to reflect the current programming information available from the agency with the statutory programming authority for the fund source.

- Programmed Amounts are typically approved for a specific project phase in a specific fiscal year. Funds programmed in specific fiscal years are required to be allocated by the end of the fiscal year in which the funds are programmed. Changes to Programmed Amounts require amendments to the CIP.

- *Allocated Amount:* The CIP five-year programming window includes a two-year allocation plan (i.e., the first two years of the five-year window). The CIP Allocation Plan shows the Allocation Amounts approved by Alameda CTC for the funds administered by Alameda CTC and anticipated allocations to be approved by other agencies.

    - Allocated Amounts shown in the CIP for the local, voter-approved funding programs are considered approved by Alameda CTC upon approval of the CIP (if the allocations have not been previously approved by Alameda CTC under separate action).

    - Allocated Amounts shown in the CIP for the TFCA County Program Manager Fund are considered approved by Alameda CTC upon approval of the CIP (if the allocations have not been previously approved by Alameda CTC under separate action, or if the Allocated Amount shown is dependent on a future programming approval).

<u>Request for Allocation Process</u>

Requests for allocation package may consists of a funding application in the form of a CIP funding application or a specific request for allocation for a named project in the Transportation Expenditure Plans. The amount of funding available for allocation to a given project, or project phase, is limited by the Programmed Amount for the project, or project phase, at the time of the allocation request.

Requests for any allocations for Alameda CTC-administered funds should be submitted to Alameda CTC at least 60 days prior to the Alameda CTC meeting at which the Project Sponsor requests the allocation to be approved, or the meeting at which the CIP will be approved. The request for allocation package shall be in a format provided by Alameda CTC or a format that at minimum

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includes details about the program or project scope, cost, funding and schedule detailed by phase. The request package shall reflect total cost and funding amounts based on progress to date at the time of the request.

Requests for allocations received by Alameda CTC will be considered in the context of the CIP in effect at the time of the request. Alameda CTC reviews allocation requests to confirm items such as financial viability, project delivery readiness, funding availability to reimburse eligible project costs. If conditions warrant a review of the assumptions used for the most recent overall financial analysis, an updated overall financial analysis may be required to determine whether or not the requested allocation would have an adverse impact on commitments of funds to other projects.

Allocations, or modifications to allocations, are approved by Alameda CTC based on staff recommendations and allocation requests submitted by Project Sponsors typically through the annual/biennial CIP programming and allocation processes.

Allocated Amounts approved by Alameda CTC must be encumbered in funding agreements with Project Sponsors or in contracts for project costs incurred directly by Alameda CTC, in accordance with the CIP's policy for Timely Use of Funds Allocated by the Commission.

Allocation Considerations for Partially Fund Projects and Right-of-Way Phases

Funding allocations for phases beyond the environmental phase are considered at increased risk if a Project Sponsor has not identified or secured funding for all phases to complete the project funding plan.

Prior to making an allocation to a project with a known funding shortfall, Alameda CTC will perform risk analytics on the request funding and the project prior to making such allocation recommendation to the Commission. In this risk assessment, Alameda CTC will consider the project's and Project Sponsor's potential to use Alameda CTC funds to leverage and secure prospective funding from federal, State, regional, and local sources outside of Alameda CTC's purview, and the project's viability to be completed in a timely manner.

Right-of -Way Allocations shall be limited to projects that have a complete and viable project funding and delivery plan as assessed for firm funding commitments/partners and tangible plan to address identified project deliverability issues.

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Right-of-Away Allocations to projects that contain funding shortfalls, uncertain project funding plans, and/or potential issues in project delivery are considered high risk, and will only be considered under very rare circumstances. Such right-of-way allocations must have an agreed understanding on how the Project Sponsor shall return the right-way-allocation to Alameda CTC for a project that has not in a entered into the construction phase, and/or for a project that is not completed in an established timeframe.

The agreed upon terms, including methods of repayment in arrears, shall be included with the Request for Allocation package submitted to Alameda CTC for consideration, will be subsequently be the basis for a fund agreement between Alameda CTC and the Project Sponsor.

Changes to Approved Allocations

A request to increase or decrease an Allocation Amount requires a written request by the Project Sponsor.

- *Increasing Allocations*: Request for an increase to an allocation is on a case-by-case basis for extraordinary circumstances, and subject to Commission approval. To increase the total amount of an allocation there must be sufficient capacity in the committed amounts for voter-approved expenditure named projects, programming/funding capacity, and reasonable justification for increasing the allocation amount.

- *Decreasing Allocations*: For projects named in the voter-approved Expenditure Plans, a reduction to an Allocated Amount will be credited back to the project for future reallocation to the project. Periodically through the CIP, Alameda CTC will deallocate unused funds related to project cost savings, fund rescissions, or inactive/infeasible project delivery.

- *Shifting Allocations Between Phases*: Funds allocated to a project by Alameda CTC may be shifted between the approved allocations are considered on a case-by-case basis. Requests for shifting allocated funds shall include updated project information that reflects the requested shift and allows for a before-and-after comparison of the project implementation plan. Funding shortfalls in the current or subsequent phases, which result from a requested shift of allocated funds shall be considered an adverse impact to implementation.

  Requests for shifting funds between allocations which do not change the total amount allocated to the project from an individual funding

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program, e.g. Measure B, Measure BB or VRF, may be approved by the Executive Director, or a designee of the Executive Director, if the shift will not adversely impact the implementation of the project. Any requests for shifting funds between project phases that results in the amount changed the allocation amount from an individual funding program, e.g. Measure B, Measure BB or VRF, shall require consideration and approval by the Commission.

Effective Date of Reimbursable Costs

The effective date of reimbursable costs is generally based on the start of the fiscal year in which the allocated funds are identified in the CIP. The amounts shown in the first two fiscal years of the CIP for fund sources allocated by Alameda CTC shall be considered allocated in the fiscal year shown for the phase(s) of the project indicated upon approval of the CIP (if not already approved by Alameda CTC through a separate action).

For allocations made through a separate Commission Action, the effective date of reimbursable cost shall be the date of the Commission's approval, unless otherwise stated in the approved allocation request.

Funds administered by agencies other than Alameda CTC, such as the CTC, MTC, or the Federal Highway Administration (FHWA), must be approved by the agency that administers the particular fund source prior to being available for reimbursable costs.

Retroactive Allocations

Generally, funds are allocated for cost to be incurred after the allocation is approved by the Commission. On a case-by-case basis, Alameda CTC may consider identify a retroactive allocation to allow the eligible date of reimbursable cost incurred to be prior to the allocation date.

Approval of retroactive allocations shall be based in large part on which fund sources were used to reimburse the costs originally, and to what purpose, if any, the freed up funding will be committed. There are also certain requirements related to the procurement process and methodology for contracts funded wholly, or in part, by voter-approved funds. Any costs intended for the retroactive allocation for contracts that do not comply with the goal setting requirements set forth in Alameda CTC's Local Business Contract Equity Program (LCBE) must be identified in the Request for Allocation package and determined eligible for Measure BB funding. If a retroactive allocation of Measure BB funds is approved to cover contract costs in arrears, the reporting requirements set forth in the LBCE Program shall apply to the entire contract from inception to date.

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POLICY 2: ENVIRONMENTAL APPROVAL AND FULL FUNDING FOR MEASURE B/MEASURE BB FUNDED CAPITAL PROJECTS DEADLINE

POLICY: Capital projects funded wholly, or in part, by Measure B and/or Measure BB shall receive all necessary environmental clearance approvals and have a full funding plan for the proposed improvements as required by the Expenditure Plan for each measure.

- For the 2000 Measure B, there are no projects remaining that are subject to this policy as deadlines occurred in previous years.
- For the 2014 Measure BB, named projects must receive all necessary environmental clearance approvals and have a full funding plan for the proposed improvements by December 31, 2022. Project Sponsors may appeal to Alameda CTC for one-year time extensions.

PURPOSE: To ensure that the projects included in the 2000 Measure B and 2014 Measure BB Transportation Expenditure Plans can be completed in a timely manner, and to provide a process by which Project Sponsors may appeal to Alameda CTC for one-year time extensions. The intent is to require continued due diligence by the Project Sponsor to secure environmental clearance approvals and a full funding plan.

GUIDELINES: The 2000 Measure B Transportation Expenditure Plan (2000 TEP) and the 2014 Measure BB Transportation Expenditure Plan (2014 TEP) both contain provisions for projects which cannot clear the Environmental Approval process, or cannot do so in a timely manner. There are no remaining 2000 Measure B capital projects subject to the environmental clearance approval or full funding policy.

The 2014 TEP establishes a deadline for environmental clearance approval and a full funding plan for each capital project that receives Measure BB capital funding. Environmental clearance approval is defined as the issuance of a Categorical Exclusion (CE), a Finding of No Significant Impact (FONSI) or the filing of the Record of Decision (ROD) for National Environmental Policy Act documents and the Notice of Determination or Notice of Exemption for California Environmental Quality Act documents. A full funding plan is defined as a plan containing a reliable cost estimate and sufficient funding identified to cover the estimated costs. The 2014 Measure BB deadline is December 31, 2022; however, the 2014 TEP includes provisions for one-year extensions to the deadline, if approved by Alameda CTC.

POLICY 3: TIMELY USE OF FUNDS POLICIES – ALLOCATIONS AND FUNDING AGREEMENTS

POLICY: Allocations shall be encumbered in a funding agreement between Alameda CTC and the recipient agency incurring the reimbursable costs, or in a contract for costs

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incurred directly by Alameda CTC, within twelve (12) months from the date the allocation is approved by the Commission.

Allocated funds not encumbered by the deadlines established in this policy are subject to rescission and reprogramming at the discretion of Alameda CTC.

PURPOSE: To ensure that funding allocated and distributed by Alameda CTC is expended expeditiously to implement the improvements and services for which the allocations and distributions were approved.

GUIDELINES: Alameda CTC's allocation recommendations and approvals are based on a Project Sponsor's Request for Allocation package/funding application that contain a specific scope, cost, and schedule. This policy requires Project Sponsors to encumber allocated funds through an executed project funding agreement or contract within twelve (12) months of an approved allocation to ensure accountability and consistency with the Project Sponsor's allocation request.

The project fund agreement(s) between Alameda CTC and the recipient agency outlines the agreed upon reimbursable costs, budget, scope, and schedule. Once an agreement is executed, Project Sponsors are expected to begin work on an allocation phase based on the delivery guidelines below, or per the schedule contained in the executed project funding agreement.

Project Phase	**Maximum Expenditure Timeline**
Planning/Scoping	• Activity must be complete within twenty-four (24) months from the date of allocation.
Preliminary Engineering / Environmental	• Activity must be complete within twenty-four (24) months from the date of allocation.
PS&E (Final Design)	• Activity must be complete within twenty-four (24) months from the date of allocation.
Construction	• Activity must be complete within twenty-four (36) months from the date of allocation.

Requests for Time-Extension

Project Sponsors may request time extension(s) to funding related deadlines established by policy, deadlines required at the time of allocation, or expiration dates established in funding agreements. Project Sponsors are limited to only a single time-extension of up to twenty-four (24) months that is required to be approved by the Commission.

Such requests for extensions shall be submitted in writing to Alameda CTC at least ninety (90) days prior to the deadline for which an extension is being requested and at

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least forty-five (45) days prior to the regularly scheduled Alameda CTC Commission meeting at which the request will be considered for approval.

The request for time-extension package submitted to Alameda CTC shall include a detailed explanation of the conditions or circumstances that have changed since the deadline was established, and the corresponding impact to the remainder of the project implementation schedule if the extension is approved. Extensions to delivery deadlines established in funding agreements shall be submitted, reviewed, and approved in accordance with the provisions set forth in the funding agreement. Additional requests for time-extensions will only be considered for rare and extraordinary circumstances.

Fund Rescission/Reprogramming

Allocated funds not encumbered into a funding agreement by the deadlines established in this policy or used in the manner inconsistent with these guidelines are subject to rescission and reprogramming at the discretion of Alameda CTC. Failing to meet timely use of funds requirements, fund agreement requirements, funding commitments, project schedules, or applicable regulations could result in loss or withholding of funds.

If funding awards are withdrawn, the corresponding projects and allocations may be reprogrammed to a future year of the CIP, or deprogrammed from the CIP. Project sponsors who failed meet the timely use of funds deadlines may be penalized in their consideration for the next programming and allocation cycle.

POLICY 4: ELIGIBLE COSTS FOR REIMBURSEMENT

POLICY: Program and project costs to be reimbursed by Alameda CTC shall be segregated into project phases to correlate with the encumbrance(s) from which reimbursement is requested. Funds shall be encumbered in a funding agreement between Alameda CTC and either the Project Sponsor or, if different from the sponsor, the implementing agency which incurs the reimbursable costs, or in a contract with Alameda CTC for project costs incurred directly by Alameda CTC.

For Alameda CTC implemented projects, eligible staff and other direct costs incurred directly by Alameda CTC shall be considered encumbered when they are included in the annual budget adopted by the Commission. Costs submitted for reimbursement shall be limited to activities, materials and services directly related to the implementation of the scope of the project for which the funds were allocated and subsequently encumbered in a funding agreement. Eligible costs shall be incurred in accordance with the provisions set forth herein or be at risk of being determined ineligible for reimbursement by Alameda CTC.

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PURPOSE: To limit the expenditures of funding administered by Alameda CTC to the reimbursement of eligible project costs and to provide general guidance to implementing agencies which incur the reimbursable costs.

GUIDELINES: Alameda CTC approves reimbursements of eligible project costs based on requests for reimbursements submitted by the Project Sponsors or implementing agencies which incur the reimbursable costs. The requirements for the requests for reimbursement are included in the project funding agreements between Alameda CTC and the recipient agency. In general, the request for reimbursements must identify the total costs by phase, be consistent with the agreed upon eligible costs, and segregate costs between Alameda CTC's and the Project Sponsor's cost sharing arrangement as described in the project funding agreement.

The following describes the eligible costs for specific phases:

Project Phase	Eligible Costs Requirements
Planning/Scoping	• Project Sponsor staff, consultant costs and other direct costs necessary to prepare a well-developed project delivery plan or scoping document. • For projects that require a formal scoping document such as projects on the State highway system, or with State or federal funding, the preparation of the scoping document is eligible for scoping phase funding.
Preliminary Engineering / Environmental	• Project Sponsor staff, consultant costs and other direct costs necessary to perform preliminary engineering, and to secure approval for the appropriate environmental document for the project.
Plan, Specification and Estimate (Final Design /PS&E)	• Project Sponsor staff, consultant costs and other direct costs necessary to prepare final PS&E and to provide support during the bidding process until the time of contract award. • Services beyond the contract award are considered design services during construction, which are typically included in the Construction Support Phase. The milestone (i.e., advertisement, award, etc.) at which the costs change from being budgeted and tracked in the PS&E Phase to the Construction Support Phase may vary on a case-by-case basis. Regardless of the phase in which the advertise-bid-award costs are budgeted and tracked, they should be clearly segregated from other costs in the same phase.
Right-of-Way Acquisition and Support Phases	• Project Sponsor staff, consultant costs and other direct costs necessary for the acquisition of right-of-way, right-of-way preservation and hardship acquisitions.

Project Phase	Eligible Costs Requirements
	• Right-of-way acquisitions initiated prior to environmental clearance approval for the project for which the right-of-way is required, shall not be eligible for reimbursement by Alameda CTC unless specifically authorized in the funding agreement. The cost of eligible right-of-way acquisitions shall be supported by an appraisal prepared by a professional appraiser. The appraisal report shall be provided to Alameda CTC with the request for allocation package. • Right-of-way activities related to property not required for the program or project as programmed shall be at the expense of Project Sponsor to the extent such costs can be determined. • If excess right of way is sold, used for purposes other than the program or project as programmed, or otherwise disposed of, a share of any proceeds from the sale of such excess property shall be returned to Alameda CTC based on the prorated percentage of Alameda CTC funding contributed to the purchase of the property. • If condemnation procedures are required to obtain access to right of way, Alameda CTC will consider the required deposit as an eligible cost and reimburse the Project Sponsor upon request in accordance with the funding agreement. If the amount of reimbursement to Project Sponsor is higher than the Alameda CTC funding share of the amount of settlement in the final order of condemnation, Project Sponsor shall pay Alameda CTC the difference between the amount reimbursed and the Alameda CTC funding share of the amount settled plus the Alameda CTC funding share of the interest accrued to the deposit account. • Property acquired for a project using Alameda CTC funding shall be available for project construction within 10 years of Alameda CTC reimbursement to the Project Sponsor. If, after 10 years, the property has not been utilized for the project as programmed, the Project Sponsor shall reimburse Alameda CTC for its proportional share of the fair market value of the property, based on the net proceeds from the sale of the property or an appraisal of the property conducted at no cost to Alameda CTC, within one year after the expiration of this 10-year period. • If right of way is acquired for a project as programmed and is not utilized for the project as programmed, because the project has been modified or de-programmed, Alameda CTC shall be reimbursed its proportional share of the fair market value of the property, based on the net proceeds from the sale of the property or an appraisal of the property conducted at no cost to Alameda CTC, within one year from the time the project is modified or de-programmed.

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Project Phase	Eligible Costs Requirements
Construction Capital and Support Phases	• Project Sponsor staff, consultant costs, contractor costs and other direct costs necessary for all construction expenditures on the project that are part of the scope of work agreed to by Alameda CTC, including Project Sponsor's management oversight expenses associated with the construction of the project. • If Project Sponsor includes additional work beyond the scope of the project as programmed by Alameda CTC, such work and all related costs shall be segregated from the project costs funded by Alameda CTC. Costs not associated with the scope of the project as programmed by Alameda CTC shall be at the expense of the Project Sponsor and shall not count as a match for Alameda CTC funding for the project as programmed by Alameda CTC. • Items of work within the scope of the project as programmed, but utilizing more expensive than standard treatment, such as specialized lighting standards and signs, more elaborate landscaping, specialized treatment on the face of soundwalls/retaining walls and specialized sidewalk/hardscape treatments, will be eligible for reimbursement only if they are agreed to in advance and no additional Alameda CTC funding is required.
Rolling Stock and Equipment Acquisition Phases	• Rolling stock purchased by Project Sponsor and reimbursed by Alameda CTC shall remain in the Project Sponsor fleet for a minimum of five years. If the rolling stock is removed from the fleet prior to the required five years, Project Sponsor shall notify Alameda CTC. If the rolling stock is sold and the receipts of the sale are not used to purchase replacement rolling stock, the proceeds from the sale shall be returned to Alameda CTC. • Project Sponsor shall prepare and submit to Alameda CTC for approval, prior to the beginning of service, an operations schedule indicating the frequency, vehicle type and operating hours of the rolling stock purchased by Project Sponsor for the program or project as programmed. The rolling stock used in this service will be the same type as purchased with Alameda CTC funding, but may not be the exact vehicles due to the need to rotate vehicles in the fleet. The approved service level shall be maintained, as a minimum, for five years. In the event that the minimum service level is not maintained, Project Sponsor shall reimburse Alameda CTC for its share of the reduced service based on vehicle needs for the reduced service and the salvage value of the rolling stock purchased by Project Sponsor and reimbursed by Alameda CTC.

Project Phase	Eligible Costs Requirements
	• Specialized equipment required for the project must be identified in the project funding agreement to be eligible for reimbursement with Alameda CTC funding.

In addition to the individual phase requirements described above, the following general provisions apply to cost eligibility and exclusions for any phase:

Cost Type	Eligible Costs Requirements
Contract Costs	• Costs incurred via contracts between the implementing agency and consultants, contractors, suppliers or other vendors are eligible for reimbursement from the local, voter-approved funding programs administered by Alameda CTC only if the contract is established in accordance with Alameda CTC's Local Business Contract Equity (LBCE) Program. The LBCE Program applies to contracts funded wholly, or in part, with local, voter-approved funding programs administered by Alameda CTC. While not every contract funded in part by local, voter-approved funding programs administered by Alameda CTC will require a contract goal set during the procurement process, every contract is required to comply with the reporting requirements set LBCE program.
Project Sponsor Staff Costs	• Costs for Project Sponsor staff working on the project (direct implementation costs) will be eligible for reimbursement by Alameda CTC funding. Staff hours must be segregated on timesheets, or otherwise documented through an alternative method, approved by Alameda CTC. • Project sponsor overhead and general administrative costs that are not directly related to the implementation of a project are ineligible for reimbursement by Alameda CTC, unless otherwise approved by Alameda CTC. • Hourly wages and fringe benefits for Project Sponsor staff will be reimbursed based on the actual wage rate plus the audited fringe benefit rate supplied by the Project Sponsor. Alameda CTC will review and approve a fringe benefit rate based on documentation provided by the Project Sponsor. Approved fringe benefit rates will be set forth in the project funding agreement, but in no case will fringe benefits of more than 70 percent of the hourly wage be approved. • For Measure B/BB/Vehicle Registration Fee Direct Local Distribution Recipients, costs for Project Sponsor staff costs related to project administration, contract management of professional and construction services, are not eligible for reimbursement with allocated funds per the Local Cooperation Policy, unless specifically allowed in a project funding agreement.
Alameda CTC Project Support Requested by Project Sponsor	• If requested by Project Sponsor, Alameda CTC will consider providing support staff and/or consultant support for a project. Costs for these services will be considered eligible costs and be reimbursed to Alameda

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Cost Type	Eligible Costs Requirements
	CTC from funds for the project, or be deducted directly by Alameda CTC from Alameda CTC funding allocated for the project.
Bonding Costs	• If Alameda CTC determines that it is in the best interest of a funding program to sell bonds, or otherwise incur financing costs to deliver the projects included in the funding program, the cost of bonding and financing, including interest payments, shall be considered a program-wide cost and shall be identified in the CIP as the first priority repayment. • If a Project Sponsor wishes to independently bond or use other approved borrowing programs, Alameda CTC funding is eligible to reimburse expenses incurred by Project Sponsor for staff time, consultant costs, principal payments and the associated cost of financing required to provide the financing for the project.
Fund Exchanges	• Alameda CTC may consider and approve fund exchanges on a case-by-case basis. Any exchange payments of Alameda CTC funding must be identified in the project funding agreement to be eligible for reimbursement
Miscellaneous Costs	• The costs of fees from other agencies, including permit fees or reimbursement for review or oversight costs needed for the project, are eligible project costs with the exception of the cost of permits, fees or oversight from the Project Sponsor. Reimbursable eligible costs must be consistent with the Local Cooperation Policy. • Direct costs, such as reproduction, shipping, mileage and long-distance calls, will be considered for reimbursement if they can be independently documented as directly relating to the implementation of the program or project for which the funds were allocated. Air travel and overnight stays are not eligible unless prior approval is obtained from Alameda CTC.
General Exclusions	• Cost not directly related to the implementation of the project as programmed, and consistent with an approved environmental document as applicable, will not be eligible for reimbursement with Alameda CTC funding.
Ongoing Costs (Maintenance/ Operations)	• Ongoing annual expenses incurred for maintenance of a project shall be borne by the Project Sponsor unless specifically identified in the funding agreement.

POLICY 5: FUNDING FOR PROJECT-RELATED COSTS INCURRED DIRECTLY BY THE ALAMEDA COUNTY TRANSPORTATION COMMISSION

POLICY: Costs incurred directly by Alameda CTC related to the management and implementation of programs and projects shall be eligible for the funding made available for those programs and projects. The eligibility of costs incurred directly by Alameda CTC shall be limited to any restrictions related to such costs for any individual fund source. General fund administration costs related to congestion management

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activities are allocated to congestion management projects in compliance with *Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance).*

PURPOSE: The purpose of this policy is to establish guidelines by which costs incurred directly by Alameda CTC related to the management and implementation of programs and projects are segregated to identify fund sources for such costs.

GUIDELINES: The following provisions are intended to support the purpose of this policy:

A. Direct costs relate to activities directly related to Capital Projects, Programs, Planning and grants. These direct costs shall be posted to appropriate funds or activities. Salaries and benefits shall be supported by timecards, and direct consulting and other costs shall be supported by approved invoices. Where specific agreements are in place, direct costs along with indirect cost (see below) allocations shall be posted to specific projects or grants. Where such agreements do not exist, the direct costs shall be posted to a control account within the Capital Projects or Program Funds.

B. Indirect costs relate to congestion management activities that don't directly relate to a specific Capital or Planning Project, or Program. Such costs shall be accumulated under the General Fund and supported by time cards, invoices and other appropriate documents. The indirect cost ratio for billing purposes will be based on General Fund congestion management related allowable costs. The cost allocation methodology will comply with *Uniform Guidance*.

C. Alameda CTC shall maintain a cost allocation plan as required by *Uniform Guidance*, certified by the Director of Finance, accepted and/or approved by Caltrans as the cognizant agency and available to grant funding agencies.

D. Alameda CTC shall implement a billing system, supported by acceptable detail for direct and indirect costs. However, no allowance shall be made for profit margin.

E. All direct costs and billable indirect costs shall be excluded from the salary and administration limitations set forth in the 2000 Measure B Transportation Expenditure Plan and in the 2014 Measure BB Transportation Expenditure Plan. Alameda CTC shall use general fund administrative costs to compute the administrative cost ratios.

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POLICY 6: LOCAL CONTRACT BUSINESS EQUITY PROGRAM

POLICY: Alameda CTC has established this Local Business Contract Equity (LBCE) Program to create economic growth and jobs within Alameda County by requiring local contracting that supports residents and businesses in Alameda County. The LBCE Program helps to identify and engage the participation of Local Business Enterprise (LBE), Small Local Business Enterprise (SLBE) and Very Small Local Business Enterprise (VSLBE) firms located in Alameda County on applicable contracts.

PURPOSE: The purpose of this policy is to continue support for the hiring of local contractors, vendors, suppliers and service providers on contracts funded wholly, or in part, by funding approved by Alameda County voters. The LBCE Program contributes to the overall economic vitality of the County by:

1. Encouraging businesses to locate and remain in Alameda County;
2. Providing employment opportunities for residents of Alameda County; and
3. Generating economic activity and stimulating the local economy.

GUIDELINES: This program applies to contracts funded solely by any combination of Measure B, Measure BB, Vehicle Registration Fee, and/or local funds. Contracts that include state and federal funds must adhere to state and federal requirements. Full policy and program requirements are detailed here: https://www.alamedactc.org/app_pages/view/4543

Funds may be subject in rescission or ineligible for reimbursement if the Project Sponsor is determined to be out-of-compliance.

POLICY 7: ALAMEDA CTC PROJECT AND PROGRAMS MANAGEMENT POLICIES

POLICY: Alameda CTC shall administer and manage project delivery efforts and program implementation through these policies and procedures.

Direct Local Distribution Programs Management Policy: As the administering agency for the Measure BB DLD program, Alameda CTC is responsible for monitoring and compliance administration of the DLD recipients. Alameda CTC reserves up to one percent (1%) of Measure BB DLD funds to provide oversight to the DLD program.

Capital Projects and Programs Management Policy: As implementing agency for several countywide significant Measure BB related projects identified in the Capital Project Delivery Plan (CPDP), Alameda CTC has assumed the lead in project management and project delivery using its own staff and consultant resources. Alameda CTC reserves up to five (5) percent of Measure BB discretionary funds in order to effectively deliver Measure BB transportation projects, and to oversee projects being implemented by

other agencies. These funds support costs associated with establishing policies, procedures, ongoing project management oversight, preliminary scoping and planning, and other core functions related to Measure BB capital program delivery that are not directly related to Measure BB capital commitments for individual projects.

Project and Program-wide Contingency Reserve: Furthermore, the CPDP recommends programming Measure BB funds for specific project phases, including set-asides for program-wide management, oversight, and monitoring, as well as a program-wide risk contingency. Each project will include budget allowances that account for risk and unknowns. Where risk issues are common to many projects, Alameda CTC may elect to place those budget amounts into a program-wide contingency reserve. This is referred to herein as the Project and Program-wide Contingency Reserve.

PURPOSE: Alameda CTC is responsible for administering the voter-approved transportation programs, CMA functions, and emerging countywide transportation needs and initiatives. Alameda CTC requires these projects and program management policies in order to provide continuing support and resources for these functions; to strengthen and enhance the agency's position within the changing framework of regional, state, and federal transportation agencies; and to increase responsiveness to new regional and state climate change mandates.

GUIDELINES: Alameda CTC's annual requirements related to project and program implementation, oversight, and delivery management costs will be assessed through Alameda CTC's budgetary process.

POLICY 8: PROGRAMMING POLICIES FOR OUTREACH AND TRANSPARENCY

POLICY: The project selection and prioritization process employed for the development of the CIP, which begins with the Countywide Transportation Plan (CTP) update process, shall satisfy the requirements for all the fund sources included in the CIP, including federal, state, regional and local sources. The CTP update process shall include significant efforts to satisfy requirements related to notification, outreach and transparency typically satisfied at the time of individual, fund-specific calls for projects.

PURPOSE: To ensure that the notification, outreach and transparency measures employed by Alameda CTC to identify potential uses for transportation funding from the full range of sources available in Alameda County satisfy all programming policies from other agencies pertaining to the specific fund sources being programmed by Alameda CTC. By satisfying the most stringent of requirements, Alameda CTC will be afforded flexibility at the time of programming to match the most appropriate, available fund source to the priorities at the time of programming.

GUIDELINES: Project Sponsors are required to support this policy through outreach programs and notifications which reach all geographic areas, communities and portions of the population during solicitations for proposed uses of Alameda-CTC administered funding available for transportation programs and projects within Alameda County. The outreach must include disadvantaged communities, including Metropolitan Transportation Commission-defined Communities of Concern and other underserved populations.

POLICY 9: LOCAL COOPERATION POLICY

POLICY: Project Sponsors receiving DLD funds are not eligible to receive a reimbursement of staff time costs through allocations of Alameda CTC Administered Funds for oversight activities that are not directly related to project implementation.

Local jurisdiction(s) shall work in full cooperation with the implementing agency to assist in project implementation and delivery, where appropriate and as needed. This includes providing support, coordination, monitoring, technical assistance, etc. A local jurisdiction's costs associated with these activities to further a project implemented by Alameda CTC, a local jurisdiction (as the Project Sponsor), or another implementing agency within a jurisdiction's locality shall be funded through the local jurisdiction's eligible local fund sources such as Measure B/BB/Vehicle Registration Fee Direct Local Distribution (DLD) funds in lieu of a local jurisdiction billing these costs directly to the project or against its funding allocation.

PURPOSE: To ensure jurisdictions directly benefiting from the expected outcomes of a project in their locality implemented by Alameda CTC or other implementing agencies, are active funding partners to further the delivery of such improvement project, and to also ensure DLD recipients are using DLD funds predominately on contracts, services, materials, rather than contract administration.

GUIDELINES: Local agency-incurred costs such as staff costs associated with providing technical assistance, support, or coordination to further the delivery of a project by another implementing agency can be included in the total cost and funding amounts for the purposes of cost and risk sharing at the total project level. Fees associated with permitting, plan review, and other general costs associated with the project shall be supported by the local jurisdiction in which the project is implemented, where feasible and appropriate. These costs shall not be included in the costs eligible for reimbursement by the funds allocated by Alameda CTC, unless they are specifically identified as eligible in the funding agreement.

POLICY 10: SMALL CITIES PROGRAM POLICY

POLICY: Cities within Alameda County with a population of less than 25,000 shall be considered for certain exceptions from Alameda CTC's local match requirements and/or Local Cooperation Policy requirements, and local projects that have a demonstrated multi-jurisdictional transportation significance shall receive consideration for delivery support from Alameda CTC, where practical and feasible.

PURPOSE: The purpose of this policy is to assist smaller cities in Alameda County in their project delivery efforts through relieving matching requirements, exploring financial strategies, and providing project delivery/implementation support, where feasible.

Small cities in Alameda County may not be financially equipped or resourced to meet certain project delivery needs and funding matching requirements.

Small cities receive limited Measure B/BB/Vehicle Registration Fee Direct Local Distributions in comparison to larger cities and often have difficulties finding the financial resources needed to satisfy minimum matching requirements, especially for larger transportation projects.

GUIDELINES: To qualify as a small city under this policy, a city must have a population of less than 25,000 as reflected in the most currently available California Department of Finance's population estimate.

As such, Alameda CTC may elect to waive matching requirements and/or Local Cooperation policy requirements based on a small city's request during the programming and allocation processes, or project coordination processes. Additionally, Alameda CTC will support facilitating Federal-local funding exchanges, whenever possible, to alleviate certain funding requirements required by external sources.

POLICY 11: MATCHING AND LEVERAGING POLICY

POLICY: For projects that have successfully secured other non-Alameda CTC discretionary funding, Alameda CTC shall consider fulfilling a portion of the minimum match required by external funding for projects and programs.

PURPOSE: The purpose of this policy is to maximize the leveraging capacity of Alameda CTC Administered Funds such as Measure B, Measure BB, Vehicle Registration Fee Program, Transportation Fund for Clean Air Program funds.

GUIDELINES: Through Alameda CTC's programming and allocation processes, Project Sponsors must document the following:

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1. Project Sponsor must identify a project delivery and funding plan that describes the project scope, costs, schedule;
2. Document the approved programming of other, non-Alameda CTC discretionary funds to a project;
3. Cite the minimum matching amount required by the secured non-Alameda CTC funding source;
4. Identify the amount of matching funds requested from Alameda CTC. Matching funds will not address any project cost increases; and
5. Provide a cost sharing proposal between all prospective funding partners.

Alameda CTC may consider recommending programming and allocation to fulfill either a portion or the entire amount requested, based on available fund capacity, project delivery strategy, funding timelines, and the leveraging significance.

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ALAMEDA
County Transportation Commission

2022 Comprehensive Investment Plan

Appendix F

Alameda CTC Strategic Plan



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Alameda County Transportation Commission

COMPREHENSIVE INVESTMENT PLAN

STRATEGIC PLAN

Strategic Plan Guiding Principles.....**1**
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ALAMEDA COUNTY TRANSPORTATION COMMISSION

STRATEGIC PLAN

1. PURPOSE

Alameda County maintains a highly diverse transportation network complete with highway infrastructure, express lanes, local roadways, freight and port facilities, rail and bus transit, and bicycle and pedestrian improvements. Its wide range of transportation infrastructure may differ dramatically from one area of the county to the other as each respective community has unique transportation needs. Alameda CTC's goal is to leverage local funds under its purview to help secure additional competitive local regional, State, and federal transportation funding dollars in order to fund a balanced set of countywide transportation projects to maintain a well-connected and efficient system for the whole county.

Alameda CTC administers voter-approved sales tax programs (2000 Measure B and 2014 Measure BB), and the Vehicle Registration Fee (VRF) program (2010 Measure F) that provide critical funding for delivering transportation improvements within the county. The most significant source of funding under Alameda CTC's purview is the Measure BB sales tax revenue generated through the voter-approved 2014 Transportation Expenditure Plan (2014 TEP) in November 2014. The duration of the 2014 TEP is thirty (30) years, from April 1, 2015 to March 31, 2045. The 2014 TEP is projected to generate approximately $7.8 billion in revenues for transportation investments ranging from bus/ferry/commuter rail services and operations, streets and highways improvements, student transit passes, community development initiatives, technology and innovation programs, bicycle/pedestrian enhancements, and transportation programs for seniors and people with disabilities.

Although the 2014 TEP is anticipated to generate a significant source of funding for Alameda County, the transportation funding needs far outweigh the expected revenue generation required to complete the project and program delivery of the 2014 TEP in its entirety. Over 50 percent (approximately $4.1 billion) of the revenues generated are annually returned to local jurisdictions as Direct Local Distributions for local agencies to use at their own discretion. The remaining $3.7 billion is split among "Named" capital projects ($1.2 billion) and discretionary programs ($2.3 billion). The 2014 TEP recognizes investments within specific categories and types, and the Measure BB total revenue will not be able to fulfill the funding needs. It is imperative the Commission strategize investments to leverage external funding to fulfill the capital program needs.

The aim of the Strategic Plan is to simultaneously:

1. <u>Prioritize Project and Program Investments</u>
   Identify project investment strategies using Alameda CTC administered funds to get projects in a state of readiness to compete for available external funds as they presumably become available over the life of the strategic plan.

2. Maximize Measure BB Investments/Leveraging Strategy
   Identify an investment strategy to ensure that Measure BB is used to expediate the delivery of projects while also serving as the basis to attract external competitive funding to Alameda County such as Regional Measure 3, Senate Bill 1 programs, and U.S. Department of Transportation competitive programs for example.

3. Guide Project Delivery Strategy
   Identify project delivery strategies for an Alameda County portfolio of project investments that depict which projects can be delivered in whole, or in part, by the Measure BB sales tax program, other Alameda CTC-administered funds, or prospective external competitive funding programs. It also identifies the funding challenges leading up to full project implementation and the potential risks of early project development investments towards projects with incomplete funding.

The Strategic Plan focuses on Alameda CTC-implemented projects and externally implemented "Named" capital projects. Between Alameda CTC implemented projects and projects implemented by external Project Sponsors such as the Bay Area Rapid Transit (BART), City of Union City, and others, there is a collective total project cost of $6.7 billion, with only $2.1 B committed through Measure BB, Regional Measures, various state and federal programs, and other local sources. There is an overall funding need of $4.6 billion required to fill the gap and ensure the delivery of all these projects within the next decade.

Table 1: Summary of Project Delivery Funding Needs *($ in Billions)*

Project Sponsor	Total Project Costs	Total Commitment	Total Shortfall
Alameda CTC-Implemented	$3.8	$1.0	$2.8
Named Projects Implemented by External Sponsors	$2.9	$1.1	$1.8
Total	**$6.7**	**$2.1**	**$4.6**
Note: Commitment sources include funds from Measure B, Measure BB, VRF, local jurisdictions, STIP, secured state grants.			

The Strategic Plan address near-term financial implementation of countywide projects, including funding constraints, priority projects, and potential strategies. The strategies attempt to leverage existing local Alameda CTC administered fund sources against various outside funding programs anticipated in the next decade that aim to address the $4.6 billion shortfall.

For the Alameda CTC-implemented projects, Alameda CTC intends to pursue competitive funds from Senate Bill 1 Programs, Regional Measure 3, State Transportation Improvement Program (STIP), federal programs, and by encouraging local cooperation and funding partnerships with jurisdictions where a project resides or by whom might receive benefit. Local jurisdictions are encouraged to apply for these discretionary opportunities to maximize Alameda CTC funds to its fullest extent.

2. STRATEGIC PLAN GUIDING PRINCIPLES

The Strategic Plan Guiding Principles identified below support decision making to generate a portfolio of quality candidate projects for Alameda CTC administered funds and a prospective for external funds available to Alameda County jurisdictions.

These guiding principles are to:

1. Achieve the Alameda CTC's mission and vision and goals.

   In September 2019, the Alameda CTC approved the vision and goals for the 2020 Countywide Transportation Plan (CTP).

   Vision: "Alameda County residents, businesses and visitors will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities."

   To complete this vision, Alameda CTC prioritizes projects that achieve these aspiring goals for Alameda County's transportation system:
   - Accessible, Affordable and Equitable
   - Safe, Healthy and Sustainable
   - High Quality and Modern Infrastructure, and
   - Economic Vitality

2. Identify Alameda CTC sponsored and implemented projects based on project delivery strategies, transportation benefits, resource capabilities, and funding strategies that maximize leveraging Alameda CTC's administered funds.

3. Prioritize Alameda CTC sponsored and implemented projects for available local, regional, State and federal funds that may be available to Alameda County on the basis of Alameda CTC implementing multi-jurisdictional, resource intensive, county significant, and/or regional significant projects.

4. Prioritize 2014 Transportation Expenditure Plan (TEP)'s "named" capital projects by providing an investment and delivery strategy for Project Sponsors that promotes the development of these projects through the upcoming prospective funding opportunities.

5. Establish a systematic programming and allocation strategy for Alameda CTC administered funds to promote project delivery and project readiness. This includes an assessment of prospective local, regional, State, and federal fund sources anticipated to be made available to Alameda County.

6. Ensure the investment strategy remains flexible to provide capacity to respond to emerging and unanticipated needs in terms of both evolving project initiation and development needs, as well as, changes in funding opportunities, amounts and

programs that may require nimbleness in adjusting the overall funding strategy of the Strategic Plan.

7. Provide an informational tool for agency's project management, project delivery, resource management, and financing strategies.

8. Adhere to the Alameda CTC's budgeting and financing policies including:
    a. Pay-as you go financing strategy until an immediate need to issue debt for project(s) is required.
    b. Debt shall not be utilized for operating expenses.
    c. Maintains an adequate level of reserves and support strong bond ratings

9. Create synchronicities between Alameda CTC's Countywide Transportation Plan, Transportation Expenditure Plans, modal plans, CIP, local plans, and other delivery strategies plans, where feasible.

10. Optimize leveraging of external funding opportunities such as local, regional, State, and Federal sources available through Project Sponsor local funds, Senate Bill 1, State Transportation Improvement Program funds, Regional Measures, Federal Programs.

3. MEASURE B AND MEASURE BB COMMITMENTS

The following attachments reflect current 1986 Measure B, 2000 Measure B and 2014 Measure BB commitments and allocations. These investments have yielded significant leveraging of external fund sources such as the Senate Bill 1, Regional Measure 3, and State Transportation Improvement Program funds.

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Alameda CTC 1986 Measure B Capital Program
Strategic Plan - Project Commitment and Allocation Summary
Remaining Active Capital Projects

ACTA No.	ACTA No. Title	Total 1986 Measure B Commitment ($ x 1,000)	Total Amount Allocated To Date ($ x 1,000)	Remaining Programmed Balance (Un-Allocated) ($ x 1,000)
MB226	I-880 to Mission Blvd East-West Connector	$ 88,871	$ 88,871	$ -
MBVar	Program-Wide and Project Closeout Costs	$ 5,750	$ 5,750	$ -
	Totals	**$ 94,621**	**$ 94,621**	**$ -**

Notes:

The Program-Wide and Project Closeout Costs (MBVar) commitment is programmed and allocated for program-wide and project closeout activities related to multiple projects and the capital program overall such as post-project obligations, financial closeout, right of way transfers, ongoing coordination with projects implemented by others etc.

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Alameda CTC 2000 Measure B Capital Program
Strategic Plan - Project Commitment and Allocation Summary

ACTIA No.	ACTIA No. Title	Total 2000 Measure B Commitment ($ x 1,000)		Total Amount Allocated To Date ($ x 1,000)	Remaining Programmed Balance (Un-Allocated) ($ x 1,000)
01	ACE Capital Improvements	$ 13,184		$ 13,184	$ -
02	BART Warm Springs Extension	$ 224,448		$ 224,448	$ -
03	BART Oakland Airport Connector	$ 89,052		$ 89,052	$ -
04	Oakland Downtown Streetscape Project	$ 6,358		$ 6,358	$ -
05	Fruitvale Transit Village - 5A/5B	$ 4,435		$ 4,435	$ -
06	Union City Intermodal Station	$ 12,561		$ 12,561	$ -
07	San Pablo/Telegraph Corridors - AC Transit	$ 24,444		$ 24,444	$ -
08	I-680 Express Lanes	$ 35,197	#	$ 35,197	$ -
09	Iron Horse Transit Route	$ 6,267		$ 6,267	$ -
10	I-880/Broadway-Jackson Interchange	$ 8,101		$ 8,101	$ -
11	I-880/Washington Avenue Interchange	$ 1,335		$ 1,335	$ -
12	I-580 Interchange Improvements in Castro Valley	$ 11,525		$ 11,525	$ -
13	Lewelling Boulevard/East Lewelling Boulevard	$ 13,104		$ 13,104	$ -
14	I-580 Auxiliary Lanes	$ 13,029		$ 13,029	$ -
15	I-880/Route 92/Whitesell Drive Interchange	$ 27,037		$ 27,037	$ -
16	Oakland Local Streets and Roads	$ 5,278		$ 5,278	$ -
17	Hesperian Boulevard/Lewelling Boulevard Widening	$ 1,264		$ 1,264	$ -
18	Westgate Parkway Extension	$ 8,518		$ 8,518	$ -
19	East 14th St/Hesperian Blvd/150th St Improvements	$ 3,218		$ 3,218	$ -
20	Newark Local Streets	$ 1,422		$ 1,422	$ -
21	I-238 Widening	$ 81,022		$ 81,022	$ -
22	I-680/I-880 Cross Connector Studies	$ 1,233		$ 1,233	$ -
23	Isabel Avenue - Route 84/I-580 Interchange	$ 26,529		$ 26,529	$ -
24	Route 84 Expressway Widening	$ 96,459		$ 96,459	$ -
25	Dumbarton Corridor Improvements (Newark and Union City)	$ 19,367		$ 6,078	$ 13,289
26	I-580 Corridor/BART to Livermore Studies	$ 41,831		$ 41,831	$ -
27	Emerging Projects	$ 10,251		$ 10,251	$ -
	Totals	**$ 786,469**		**$ 773,180**	**$ 13,289**

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Alameda CTC 2014 Measure BB Program
All TEP Commitments and Allocations Summary

5/28/20

TEP ID	Type	Title	Total Measure BB Commitment	Total Programmed to Date	Total Amount Allocated To Date	Total Remaining Commitment Balance (Un-Allocated)
07	Disc	Transit: Operations, Maintenance and Safety Program- Innovative Grant Funds		$ 23,500,000	$ 2,800,000	
08	Fixed Program	Affordable Student Transit Pass Program	$ 15,000,000	$ 15,000,000	$ 15,000,000	$ -
12	Disc	Coordination and Service Grants (Paratransit)		$ 3,042,000	$ 1,855,000	
13	Named	Telegraph Ave/East 14th/International Blvd Project	$ 10,000,000	$ 10,000,000	$ 10,000,000	$ -
14	Named	Alameda to Fruitvale BART Rapid Bus	$ 9,000,000	$ 9,000,000	$ 1,350,000	**$ 7,650,000**
15	Named	Grand/MacArthur BRT	$ 6,000,000	$ 97,000	$ 97,000	**$ 5,903,000**
16	Named	College/Broadway Corridor Transit Priority	$ 10,000,000	$ 100,000	$ 100,000	**$ 9,900,000**
17	Named	Irvington BART Station	$ 120,000,000	$ 19,210,000	$ 19,210,000	**$ 100,790,000**
18	Named	Bay Fair Connector/BART METRO	$ 100,000,000	$ 5,585,000	$ 5,585,000	**$ 94,415,000**
19	Named	BART Station Modernization and Capacity Program	$ 90,000,000	$ 10,000,000	$ 10,000,000	**$ 80,000,000**
20	Named	BART to Livermore Extension, Phase 1	$ 400,000,000	$ -	$ -	**$ 400,000,000**
21	Disc-Cap	Dumbarton Corridor Area Transportation Improvements	$ 120,000,000	$ 17,077,000	$ 17,077,000	**$ 102,923,000**
22	Named	Union City Intermodal Station	$ 75,000,000	$ 51,000	$ 51,000	**$ 74,949,000**
23	Disc-Cap	Railroad Corridor Right of Way Preservation and Track Improvements	$ 110,000,000	$ -	$ -	**$ 110,000,000**
24	Named	Oakland Broadway Corridor Transit	$ 10,000,000	$ 4,050,000	$ 4,050,000	**$ 5,950,000**
25	Named	Capitol Corridor Service Expansion	$ 40,000,000	$ -	$ -	**$ 40,000,000**
26	Disc-Cap	Congestion Relief, Local Bridge Seismic Safety	$ 639,000,000	$ 186,397,000	$ 178,200,000	**$ 460,800,000**
27	Disc-Cap	Countywide Freight Corridors	$ 161,000,000	$ 122,026,000	$ 119,026,000	**$ 41,974,000**
29	Named	I-80 Gilman Street Interchange Improvements	$ 24,000,000	$ 12,000,000	$ 12,000,000	**$ 12,000,000**
30	Named	I-80 Ashby Interchange Improvements	$ 52,000,000	$ 9,600,000	$ 9,600,000	**$ 42,400,000**
31	Named	SR-84/I-680 Interchange and SR-84 Widening	$ 122,000,000	$ 122,000,000	$ 122,000,000	$ -
32	Named	SR-84 Expressway Widening (Pigeon Pass to Jack London)	$ 10,000,000	$ 10,000,000	$ 10,000,000	$ -
33	Named	I-580/I-680 Interchange Improvements	$ 20,000,000	$ -	$ -	**$ 20,000,000**
34	Named	I-580 Local Interchange Improvement Program	$ 28,000,000	$ 1,380,000	$ 1,380,000	**$ 26,620,000**
35	Named	I-680 HOT/HOV Lane from SR-237 to Alcosta	$ 60,000,000	$ 60,000,000	$ 60,000,000	$ -
36	Named	I-880 NB HOV/HOT Extension from A Street to Hegenberger	$ 20,000,000	$ -	$ -	**$ 20,000,000**
37	Named	I-880 Broadway/Jackson Multimodal Transportation and Circulation Improvements	$ 75,000,000	$ 5,000,000	$ 5,000,000	**$ 70,000,000**
38	Named	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	$ 60,000,000	$ 5,675,000	$ 5,675,000	**$ 54,325,000**
39	Named	I-880 Industrial Parkway Interchange Improvements	$ 44,000,000	$ 5,575,000	$ 5,575,000	**$ 38,425,000**
40	Named	I-880 Local Access and Safety Improvements	$ 85,000,000	$ 32,308,000	$ 32,308,000	**$ 52,692,000**
41	Disc	Freight and Economic Development Program		$ 7,600,000	$ 7,600,000	
42	Disc-Cap	Gap Closure on Three Major Trails	$ 264,000,000	$ 32,133,000	$ 20,133,000	**$ 243,867,000**
44	Disc	Bicycle and Pedestrian Grant Program		$ 8,198,000	$ 8,198,000	
45	Disc	Community Investments That Improve Transit Connections to Jobs and Schools		$ 46,363,000	$ 45,333,000	
46	Disc	Technology, Innovation & Development Program		$ 12,300,000	$ 12,300,000	
		Subtotal (Fixed Commitments)	**$ 2,779,000,000**	**$ 694,264,000**	**$ 663,417,000**	$ 2,115,583,000
		Subtotal (Percentage Based)		**$ 101,003,000**	**$ 78,086,000**	
		Subtotal (Fixed + Percentage)		**$ 795,267,000**	**$ 741,503,000**	

Alameda CTC 2014 Measure BB Program
All TEP Commitments and Allocations Summary

5/28/20

TEP ID	Type	Title	Total Measure BB Commitment	Total Programmed to Date	Total Amount Allocated To Date	Total Remaining Commitment Balance (Un-Allocated)
DIRECT LOCAL DISTRIBUTIONS (DLD)						
01	DLD	Transit: Operations, Maintenance and Safety Program - AC Transit		$ 111,818,704	$ 111,818,704	
02	DLD	Transit: Operations, Maintenance and Safety Program -ACE		$ 5,947,803	$ 5,947,803	
03	DLD	Transit: Operations, Maintenance and Safety Program -BART		$ 2,973,902	$ 2,973,902	
04	DLD	Transit: Operations, Maintenance and Safety Program - WETA		$ 2,973,902	$ 2,973,902	
05	DLD	Transit: Operations, Maintenance and Safety Program -LAVTA		$ 2,973,902	$ 2,973,902	
06	DLD	Transit: Operations, Maintenance and Safety Program -UC Transit		$ 1,486,951	$ 1,486,951	
09	DLD	City-based and Locally Mandated Direct Allocations (paratransit)		$ 17,843,409	$ 17,843,409	
10	DLD	East Bay Paratransit Consortium - AC Transit		$ 26,765,115	$ 26,765,115	
11	DLD	East Bay Paratransit Consortium - BART		$ 8,921,705	$ 8,921,705	
28	DLD	Local Streets Maintenance and Safety Program (DLD)		$ 118,956,068	$ 118,956,068	
43	DLD	Bicycle and Pedestrian Direct Allocations to Cities and County		$ 17,843,410	$ 17,843,410	
		Subtotal (DLD)		**$ 318,504,870**	**$ 318,504,870**	

SUMMARY TOTAL

Subtotal (Fixed + Percentage)	**$ 3,445,000,000**	**$ 795,267,000**	**$ 741,503,000**	**$ 2,614,892,000**
Subtotal (DLD)		**$ 318,504,870**	**$ 318,504,870**	
Total (Fixed+Percentage+DLD)		**$ 1,113,771,870**	**$ 1,060,007,870**	

Notes:

1. Measure BB Commitments are dollar amounts identified for specifically named projects and discretionary capital programs identified in the 2014 Transportation Expenditure Plan.
2. Discretionary categories are percentage based of generated program revenues.
3. Direct Local Distributions allocations shown are actuals from April 1, 2015 through June 30, 2019.



ALAMEDA
County Transportation Commission

2022 Comprehensive Investment Plan

Appendix G

Funding Distribution



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Alameda County Transportation Commission

COMPREHENSIVE INVESTMENT PLAN
FUNDING DISTRUBITION

Overview Funding Distribution **2**
1. Programming by Phase **2**
2. Programming by Project Type / Mode **3**
3. Programming by Planning Area **4**

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OVERVIEW FUNDING DISTRIBUTION

The Alameda County Transportation Commission (Alameda CTC) is responsible for programming funding from federal, State, regional, and local fund sources across Alameda County towards transportation projects and programs. The Alameda CTC's Comprehensive Investment Plan (CIP) programs federal, State, regional, and local fund sources in consideration of addressing critical transportation needs, project readiness, countywide funding equity, modal equity, and leveraging opportunities.

The pursuit of equitable funding distribution across Alameda County is a vital objective in the CIP to ensure transportation dollars are programmed to the diverse and balanced package of transportation needs in the county.

Alameda CTC's programming is guided by the CIP programming principles and project selection guidelines during each CIP programming cycle. As such, the funding distribution derived in the CIP is subject to the Commission's priority of investments during a programming event, the availability of fund sources and use of fund eligibilities, and the projects and programs proposed by Project Sponsors. In general, the CIP prioritizes funding towards projects and programs that are ready for implementation, secured funding plans, and demonstrated readiness with the first years of a given CIP five-year horizon.

Since the 2015, the CIP has programmed over $1.3 billion in transportation dollars amongst all jurisdictions in Alameda County. This Appendix includes a programming investments summary of the CIP's programming by:

1. Project Phase
2. Project Type/Mode
3. Planning Area

1. PROGRAMMING BY PROJECT PHASE

The CIP fundamental programming principles includes an investment strategy to target available funding resources to a diverse portfolio of projects and programs that are in various stages of project development, implementation, and construction.

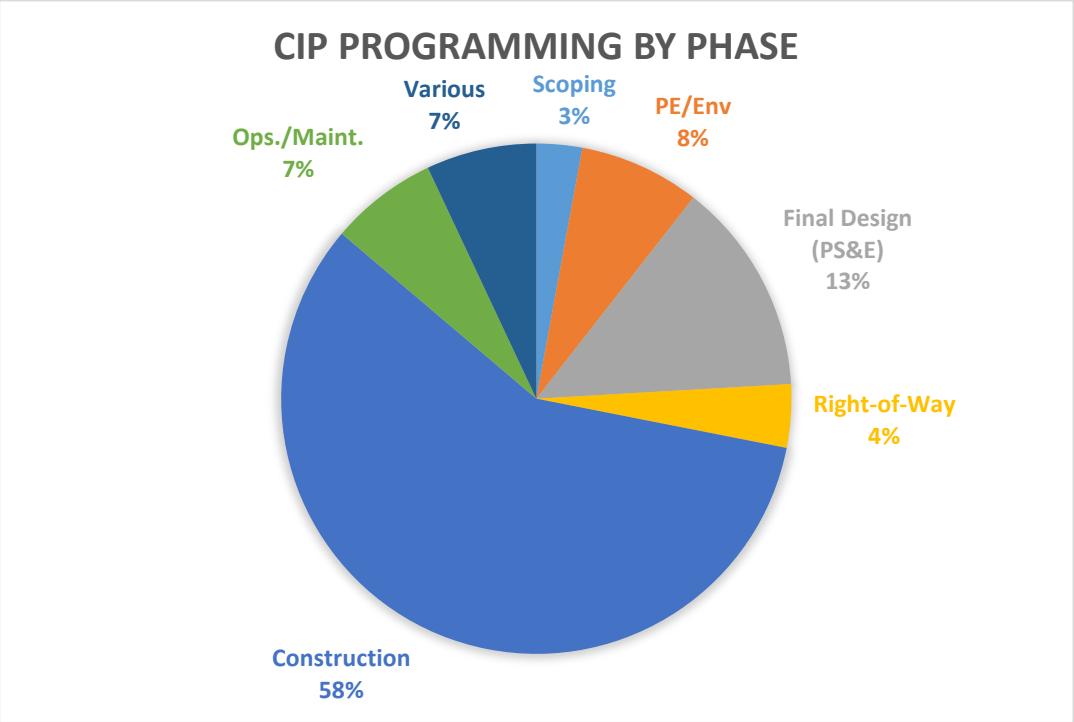
The goal is to strike a balance between investments in project development and construction capital phases that work simultaneously to:

- establish a pipeline of projects moving towards the construction phase,
- implement projects ready to for construction, and
- develop transportation projects to a point of project readiness so that project sponsors may be able to potentially secure competitive federal, State and regional funding sources as they become available.

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Alameda CTC provides local cities, the county, and transit with Measure B / BB / VRF formula Direct Local Distribution funds that assist these agencies in initiating and developing their projects and programs for future inclusion in the CIP. These Direct Local Distribution funds are not part of the CIP funding distribution analysis but are a significant source of funding for all jurisdictions.

The current CIP Programming by Phase includes a range of funding investments progressively increasing in amount from the scoping, preliminary engineering, design, to the construction phases. The majority of CIP programming to date is committed to the construction phase.



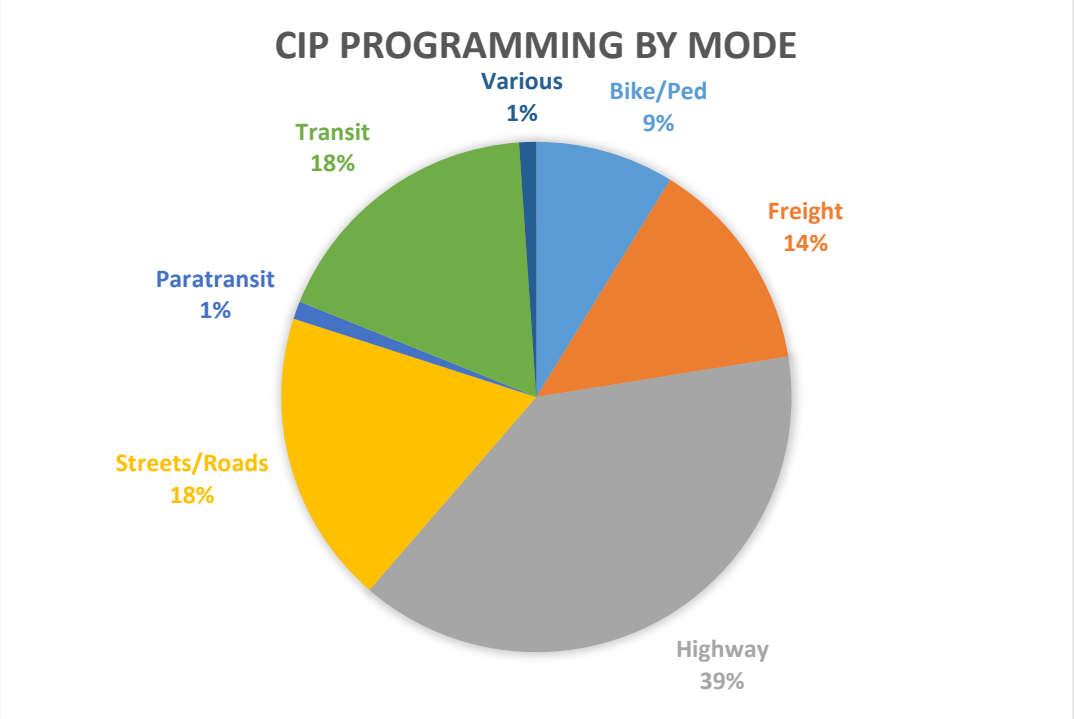
2. PROGRAMMING BY PROJECT TYPE / MODE

Alameda County's transportation system is a diverse network of highway infrastructure, bicycle/pedestrian routes, local streets and roads, and transit routes that are each connected to provide the community with a complete multi-modal network of transportation travel options.

The CIP strives to make investments in all modes of transportation to build and maintain Alameda County's transportation infrastructure and program operations. Alameda CTC investments are only limited by use of fund eligibilities of certain funding sources i.e. Measure B / BB/ VRF bicycle/pedestrian funds can only be used towards bicycle/pedestrian related improvements.

However, due to the wide variety of fund sources programmed through the CIP, the CIP is able to supports a field of projects providing improvements to bicycle/pedestrian networks, local streets

and roads, highway infrastructure, paratransit programs, transit, freight, and community developments.



3. PROGRAMMING BY PLANNING AREA

Alameda CTC considers funding equity across the jurisdictions and planning areas during a given CIP programming cycle. This requires an examination of types of projects proposed to the CIP, project readiness, and eligibilities of the fund sources available at the time of programming towards those projects and programs.

Alameda CTC use a traditional population share based methodology amongst the planning areas as a standard point of reference for determining the general percentage share of funding and population by planning area. Alameda CTC defines planning areas into four main geographic areas (north, central, south, east) as depicted in the table below.

Planning Area	Jurisdictions
Planning Area 1 North Area	• Alameda • Albany • Berkeley • Emeryville • Oakland • Piedmont
Planning Area 2 Central Area	• Hayward • San Leandro • Unincorporated areas of Castro Valley and San Lorenzo
Planning Area 3 South Area	• Fremont • Newark • Union City
Planning Area 4 East Area	• Dublin • Livermore • Pleasanton, and all unincorporated lands in that area

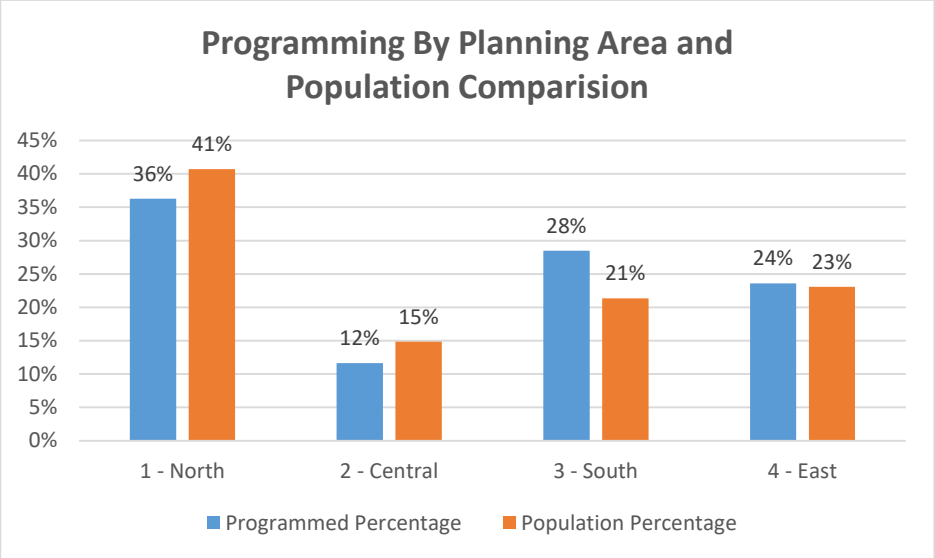
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Within these planning areas, the Alameda County's population distribution favors more urbanized cities such as those in the North planning area.

Planning Area	Population	Percent
1 – North	680,277	41%
2 - Central	248,241	15%
3 - South	356,823	21%
4 - East	385,493	23%
Total	**1,670,834**	**100%**

The CIP programs available transportation dollars towards the Project Sponsors in consideration of the population share. However, it should be noted as described within the CIP's programming principles and project selection guidelines, population share is not the only factor in consideration. Other factors such as programming priorities, funding eligibilities, project readiness, and project types at the time of CIP programming are factors that affect level of investment by planning area.

To date, the CIP's programming investments by planning area, is +/- 5 percent relative to the population share of a planning area.



Alameda CTC's future CIP programming will continue to target and consider the balance of funding distribution across phases, modes, and planning areas.

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2022
Comprehensive Investment Plan Update
Fiscal Years 2021/22 to 2025/26

Alameda County Transportation Commission
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Oakland, CA 94607
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April 28, 2022

ALAMEDA
County Transportation
Commission

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Alameda County Transportation Commission
2022 COMPREHENSIVE INVESTMENT PLAN UPDATE

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APPENDICES

A. Technical Detail: Current Programming (previously approved on July 2021)
B. Technical Detail: Changes to Current Programming and Allocations
C. Technical Detail: 2022 CIP Update Five-year Programming Horizon with Allocation Plan
D. CIP Programming Principles and Guidelines
E. CIP Policies and Procedures
F. Alameda CTC Strategic Plan
G. Funding Distribution

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SECTION 1: INTRODUCTION

The Alameda County Transportation Commission (Alameda CTC) is responsible for the planning, programming, and allocation of local, regional, State and federal funding for transportation improvements throughout Alameda County.

Alameda CTC maintains programming and allocation authority for federal, State, regional and local transportation funding programs, such as the local, voter-approved measures (Measure B, Measure BB, and Measure F Vehicle Registration Fee), Transportation Fund for Clean Air (TFCA), State Transportation Improvement Program (STIP), and federal One Bay Area Grant Program (OBAG). Since 2016, Alameda CTC consolidates the programming and allocation for the funds sources under Alameda CTC's purview ("Alameda CTC Administered Funds") into a single programming and allocation document known as the Alameda CTC Comprehensive Investment Plan (CIP).

The CIP programming and allocations recommendations, in any given CIP cycle, demonstrates Alameda CTC's investment commitment to projects and programs that maintain and enhance the countywide transportation system based the current Commission's priorities at the time of the programming and allocation action(s).

The CIP contains programming and allocation policies, guidelines and procedures that guide Alameda CTC's investment decisions, programming and allocation processes, and the subsequent funding administration.

The CIP is updated annually to capture programming and allocations made since the last approval of the CIP, and to document programming and allocations adjustments including new programming requests, proposed adjustments by Project Sponsors, and technical adjustments as required by the CIP and funding administration policies.

The CIP contains a document structure of:

- Purpose, Background, strategic objectives, and an overview of programming principles for all programming through Alameda CTC.
- Appendices include
    - Technical summaries of adjustments to the prior programming and a summary with the final programming record.
    - Programming and Allocation Guidelines for future programming
    - Policies and Procedures for Alameda CTC's programming and funding administration

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SECTION 2: PURPOSE OF COMPREHENSIVE INVESTMENT PLAN

The CIP is a programming and allocation document that establishes a financial investment strategy of funding under Alameda CTC's purview to deliver projects and programs ("projects") that allows the countywide transportation system to be more efficient and effective. The CIP identifies transportation funds from various sources expected to be available over a five-year programming horizon and targets them for transportation priorities in Alameda County.

The main objectives of the CIP are summarized as follows:

1. Translate long-range plans into short-range implementation
   The CIP transitions long-range plans into focused project/program delivery over a five-year programming window with a two-year allocation plan.

2. Serve as the Strategic Plan
   The CIP serves as Alameda CTC's Strategic Plan and satisfies public reporting requirements required by these funding programs.

   The revenue and expenditure assumptions for each fund source are confirmed periodically, and serve as the basis for the financial management of each funding program. Funding commitments to individual projects identified in the voter-approved transportation expenditure plans are confirmed, and current programming and allocations to these projects are documented in the CIP to satisfy annual strategic plan requirements mandated by the 1986 Measure B, 2000 Measure B and 2014 Measure BB Transportation Expenditure Plans.

3. Establish a consolidated programming and allocation plan
   The CIP is a decision-making programming document that is used to program fund sources under Alameda CTC's responsibility for capital improvements, program operations, and maintenance projects. Integrating all fund sources into one programming document permits Alameda CTC to coordinate the programming and allocation of multiple fund sources to ensure that the investments of funds from the individual sources are joined to maximize the effectiveness of the overall investments in the Alameda County transportation system.

   The CIP includes a two-year allocation plan for funds allocated by Alameda CTC. Projects included in the two-year allocation plan must be ready to begin the phase for which funds are allocated in the fiscal year indicated in the CIP. Allocated funds are made available for encumbrance in funding agreements with Project Sponsors

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and implementing agencies, and for contracts and costs related to projects implemented directly by Alameda CTC.

The CIP will be updated on an annual and biennial basis, as needed, to reflect updates to Alameda CTC's programming and allocations. The annual updates are intended to include technical updates to confirm commitments and programming and allocation actions occurring outside the regular CIP process. A biennial update of the CIP will include a more robust update that shifts the five-year programming and allocation horizon, and allows for additional projects to be nominated and programmed into the CIP against the newly available programming capacity granted by the horizon shift.

The CIP guides investments to projects that provide demonstrate significant public benefit, advance project implementation, and support leveraging of local, regional, State and federal dollars for Alameda County's transportation priorities.

SECTION 3: RELATIONSHIP WITH PLANNING

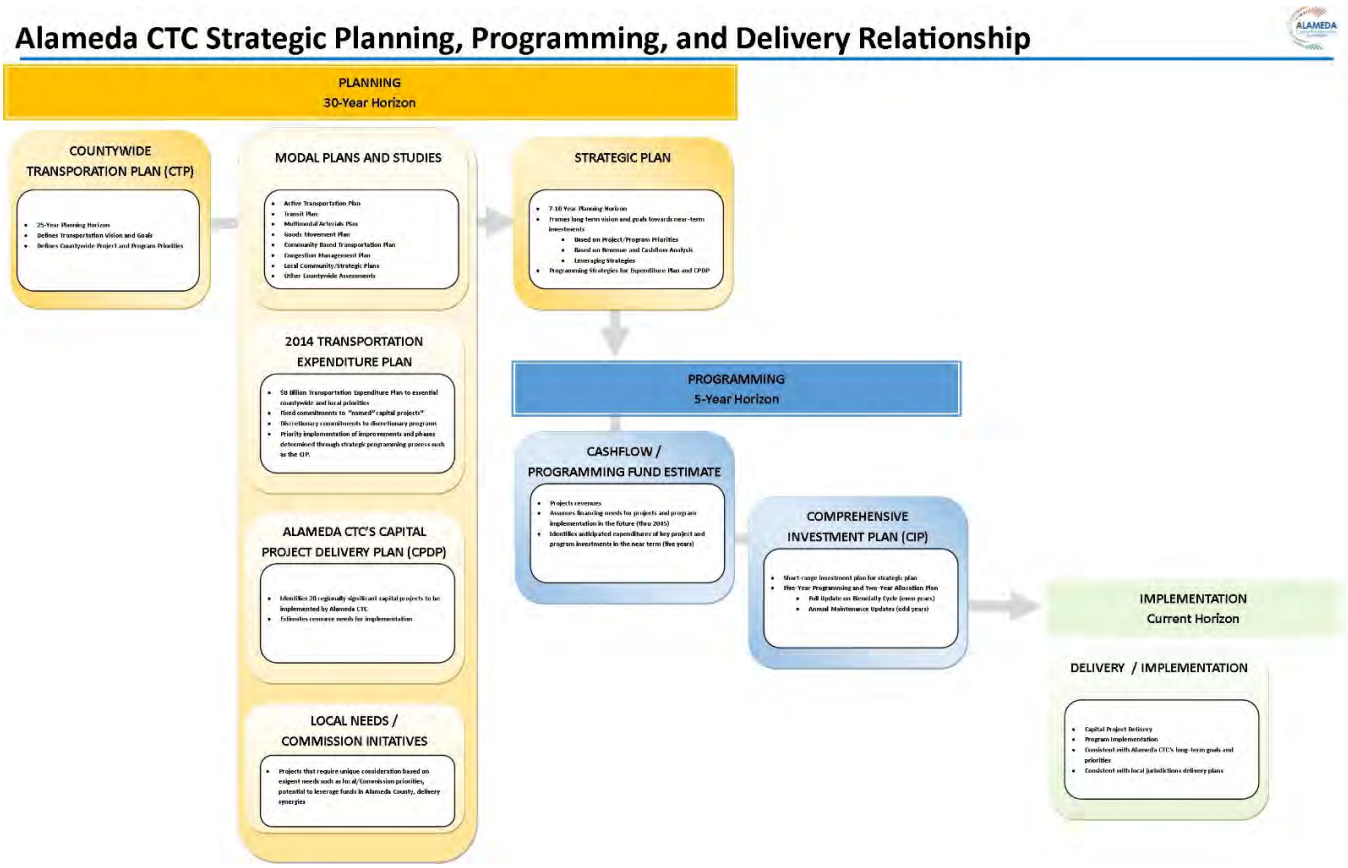
The CIP's purpose is to strategically program available funds towards transportation investments that support long-range vision and goals established in Alameda CTC's Countywide Transportation Plan (CTP), multi-modal plans, and voter-approved transportation expenditure plans.

To be considered eligible to receive programming and allocation of Alameda CTC's Administered Funds, candidate projects are required to have a direct nexus to the Alameda CTC's CTP, Alameda CTC's multi-modal plans (Transit, Goods Movement, and Arterials), and other local planning efforts. This ensures candidate projects are consistent in coordination with local, countywide, and regional transportation priorities. The development of these planning documents also satisfies the public outreach requirements of the certain regional, State, and federal fund sources when they are required of by the funding programs.

For Alameda CTC implemented projects, the CIP incorporates the delivery recommendations included in the Measure BB Capital Project Delivery Plan (CPDP) as approved in March 2016. The CPDP addresses projects implemented directly by Alameda CTC and identifies projects posed for local, regional, State and Federal funding. The CIP incorporates the CPDP programming recommendations, policy and procedures, and project delivery assumptions in their entirety as it makes programming and allocation recommendations to projects contained in the CPDP.

Projects demonstrating a nexus to countywide planning efforts and transportation priorities formulate the eligible candidate pool. These projects may submit

programming and allocation applications through the Alameda CTC's Call for Projects and request for allocation processes. Project selection and prioritization for the CIP is based, in part, on priorities identified in adopted planning documents and studies, Strategic Plan Guiding Principles, but also considers other Commission approved project selection criteria.



SECTION 4: FUND SOURCES AND REVENUE ESTIMATES

Alameda CTC has programming and allocation authority for a number of transportation fund sources at the county level, and programming authority for the Alameda County shares of certain federal and State funding. Alameda CTC acts on behalf of Alameda County at the regional, State, and federal levels for matters pertaining to transportation funding from federal, State, and regional sources, including infusions of funding such as stimulus programs and proceeds from bond sales.

The CIP includes the fund sources listed below grouped according to the category federal, State, Regional and local funding.

Federal Program	
Fund Source	**Description**
Surface Transportation Program	Alameda CTC, as Alameda County's congestion management agency (CMA), is responsible for soliciting and prioritizing projects in Alameda County to receive a portion of the federal Surface Transportation Program (STP) funding. The STP is provided through funding from reauthorization of the federal funding for surface transportation by which Alameda CTC receives federal monies. The Metropolitan Transportation Commission (MTC) approves the programming of the STP funding for the nine-county Bay Area based on input by the CMA for each of the nine counties.
Congestion Mitigation & Air Quality Program	Alameda CTC, as the CMA, is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Congestion Mitigation & Air Quality Program (CMAQ) in the same fashion as the STP funding. The CMAQ is provided through funding from the reauthorization of federal funding for surface transportation by which Alameda CTC receives federal monies. The CMAQ funds are used on projects that will provide an air quality benefit. MTC approves the programming of the CMAQ funding for the nine-county Bay Area based on input by the CMA for each of the nine counties.

State and Regional Programs	
Fund Source	**Description**
State Transit Assistance	State Transit Assistance is the State's flexible transit funding program which may be used for capital or operating purposes. The statewide STA program is split equally between a Revenue-based program (Public Utilities Code 99314) and a Population-based program (Public Utilities Code 99313). Under MTC Resolution 4321, Congestion Management Agencies (CMAs) are charged with playing a coordinating role in the development of a STA Population-Based distribution program within their county. MTC Resolution 4321 replaced MTC Resolution 3837 with a new transit-focused, One Bay Area Grant (OBAG)-style STA County Block Grant for 70 percent of the STA Population-Based funds received by MTC, with the remaining 30 percent directed towards MTC's Regional STA Program. MTC Resolution 4321 includes several policy conditions for the STA County Block Grant Program.
Regional Measure 2 and Future Regional Measures	In 2004, voters passed Regional Measure 2 (RM2) raising the toll on the seven state-owned toll bridges in the San Francisco Bay Area by $1. This extra dollar funds various transportation projects within the region determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in Senate Bill 916 (Chapter 715, Statutes of 2004). Specifically, RM2 establishes the Regional Traffic Relief Plan and identifies specific transit operating assistance, and capital projects eligible to receive RM2 funding.
State Transportation Improvement Program	Alameda CTC, as the CMA, is responsible for soliciting and prioritizing projects in Alameda County for the Alameda County Share of the State Transportation Improvement Program (STIP). Programming for each "County Share," of the Regional Improvement Program (RIP) portion of the STIP, is recommended by the CMA for each county (i.e., by Alameda CTC for Alameda County). The STIP is updated by the California Transportation Commission (CTC) on a two-year cycle with new STIP cycles approved every even year. The CTC adopts a fund estimate for each STIP cycle during the year before the even-numbered year in which the STIP cycle is adopted. The fund estimate provides the amounts for each of the County Shares that comprise the RIP portion of the STIP cycle. The STIP programming horizon is a five-fiscal-year window with two new fiscal years added each STIP cycle. Most programming capacity added in a given STIP cycle is in the two new, outer fiscal years of the STIP programming horizon. The funds programmed in the STIP are subject to the STIP Timely Use of Funds Provisions prescribed in the STIP Guidelines typically adopted with each STIP cycle.
Transportation Fund for Clean Air Program	State law permits the Bay Area Air Quality Management District (BAAQMD) to collect a fee of $4 per vehicle per year to reduce air pollution from motor vehicles. The fee provides the revenues for the Transportation Fund for Clean Air (TFCA) which is distributed by the BAAQMD at the regional and county levels. Sixty percent of the funding is programmed by the BAAQMD at the regional level. The

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State and Regional Programs	
	remaining 40 percent is allocated annually by the BAAQMD for programming and allocation by the Program Manager for each county. Alameda CTC is the TFCA Program Manager for Alameda County. The Alameda County Program Manager funds are split 70 percent to the cities and the County; and 30 percent to transit-related projects.

Local Programs	
Fund Source	**Description**
1986 Measure B	In November 1986, voters passed the 1986 Measure B, a 15-year measure expected to generate more than $990 million through a half-cent transportation sales tax to fund local streets and roads improvements, bus and paratransit services, and other transportation infrastructure projects. The 1986 Transportation Expenditure Plan guides the use of those funds. Sales tax collection authorized by the 1986 Measure B ended in 2002, but several projects from the 1986 Measure B Capital Program are still underway. The 1986 Measure B generated more than $353 million for transportation programs and $864 million for highway, roadway and transit improvements. The sales tax collection for the 1986 Measure B ended in 2002, and no additional revenues are assumed.
2000 Measure B	Alameda County voters approved the 2000 Measure B Transportation Expenditure Plan (2000 TEP) which authorized a 20-year half-cent sales tax to be used for the transportation purposes identified in the 2000 TEP. Alameda CTC administers the 2000 Measure B Program to deliver essential transportation improvements and services. The 2000 TEP guides the expenditures of the 2000 Measure B funds. The collection of 2000 Measure B funds began on April 1, 2002 and will continue through March 31, 2022. The 2000 Measure B funds are divided as prescribed in the 2000 TEP between funds allocated directly to the jurisdictions and transit operators, and the funding available for the programs and capital projects named in the Measure. The 2000 Measure B funds are distributed as follows: *Direct Local Distributions*: The direct local distribution (DLD) funds are distributed directly to local jurisdictions and transit operators as they are received by Alameda CTC in accordance with the provisions set forth in the 2000 TEP and the Master Program Funding Agreements between Alameda CTC and the local jurisdictions. The percentages of net revenues used for the distributions are prescribed in the 2000 TEP as follows: • Mass Transit Operations (21.22 percent) • Local Streets Maintenance and Safety (22.34 percent) • Bicycle and Pedestrian Safety (3.75 percent) • Special Transportation for Seniors and People with Disabilities (9.02 percent) *Discretionary Programs*: The 2000 TEP includes a number of commitments to the following discretionary programs that are available for program management and implementation by Alameda CTC, a Countywide Bicycle and Pedestrian Coordinator position, and discretionary projects based on the percentages or amounts specified in the 2000 TEP: • Express Bus Service Countywide (0.7 percent) • Bicycle and Pedestrian Safety (1.25 percent) • Special Transportation for Seniors and People with Disabilities - Coordination and Gaps in Service Grants (1.43 percent) • Transit Center Development Funds (0.19 percent) *Capital Projects*: The 2000 TEP includes commitments to individual capital projects. Alameda CTC distributes sales tax funds for capital projects on a reimbursement basis in accordance with funding

ACTC_AR3537

Local Programs	
	agreements between Alameda CTC and recipient agency, or for eligible project costs incurred directly by Alameda CTC.
2010 Vehicle Registration Fee	Alameda County voters approved the Alameda County Vehicle Registration Fee (VRF) Program in 2010. The funds made available by the VRF are distributed as follows: *Direct Local Distributions*: The DLD portion of the VRF funding is distributed as follows: • Local Road Improvement and Repair Program (60 percent) • Local Transportation Technology (10 percent) o On January 23, 2014, the Alameda CTC adopted a VRF Local Transportation Technology Program Policy to direct the administration of the Local Transportation Technology Program as a DLD program to the Alameda CTC.. *Discretionary Programs*: A portion of the VRF funding is distributed for the following grant sub-programs on a reimbursement basis: • Transit for Congestion Relief (25 percent) • Pedestrian and Bicyclist Access and Safety Program (5 percent)
2014 Measure BB	Alameda County voters approved the 2014 Transportation Expenditure Plan (2014 TEP) as part of Measure BB in November 2014. Measure BB authorized the augmentation and continuation of the voter-approved 2000 Measure B sales tax with a second half-cent sales tax through the end of the 2000 Measure B collection period, i.e. March 31, 2022, followed by a one-cent sales tax authorizes from April 1, 2022 through March 31, 2045. The 2014 Measure BB funds are allocated as follows: *Direct Local Distributions*: The 2014 Measure BB DLD funds are distributed directly to local jurisdictions and transit operators as they are received by Alameda CTC in accordance with the provisions set forth in the 2014 TEP and the Master Program Funding Agreements between Alameda CTC and the local jurisdictions. The percentages used for the distributions are prescribed in the 2014 TEP as follows: • Transit Operations, Maintenance, and Safety Program (21.55 percent) • Local Streets Maintenance and Safety (20 percent) • Bicycle and Pedestrian Infrastructure and Safety (3 percent) • Affordable Transit for Seniors and People with Disabilities (9 percent) *Discretionary Programs*: The 2014 TEP includes a number of commitments to the following discretionary programs available that are available for program management and implementation by Alameda CTC, a Countywide Bicycle and Pedestrian Coordinator position, and discretionary projects based on the percentages or amounts specified in the 2014 TEP: • Affordable Student Transit Pass Program ($15 million) • Affordable Transit for Seniors and People with Disabilities/Coordination and Service Grants (1 percent) • Bicycle and Pedestrian Program (2 percent) • Community Investments That Improve Transit Connections to Jobs and Schools (4 percent) • Congestion Relief, Local Bridge Seismic Safety ($639 million) • Freight and Economic Development Program (1 percent) • Technology, Innovation and Development Program (1 percent) • Transit Innovation Program (2.24 percent) *Capital Projects*: The 2014 TEP includes commitments to individual capital projects and to groups, or categories, of capital projects as described in the 2014 TEP. Alameda CTC distributes sales tax funds for

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Local Programs	
	capital projects on a reimbursement basis in accordance with funding agreements between Alameda CTC and recipient agency, or for eligible project costs incurred directly by Alameda CTC.
Local Exchange Program/CMA Transportation Improvement Program	Alameda CTC administers a local fund exchange program to exchange State and federal funds for local monies, giving Project Sponsors the flexibility to streamline and expedite project delivery. The local funds also allow agencies to begin projects earlier than would otherwise be possible due to the uncertain timing of the availability of State and federal funds in any given funding cycle. Based on State and federal economic conditions, the availability of State and federal funds is often delayed to beyond the year in which the funds were originally programmed. Such delays are unilateral from the State and/or federal levels and put a strain on timely implementation of projects. The local fund exchange program allows local monies exchanged for the State and federal funds to be available earlier, and on a more dependable timeline, than the State and federal funds in many cases. Exchanges are approved on a case-by-case basis, as opportunities present themselves.

SECTION 5: PROGRAMMING REQUIREMENTS

Projects must satisfy the following programming requirements to be considered for programming and allocation by Alameda CTC.

1. Projects must be included in, and be consistent with the most current adopted Regional Transportation Plan and Alameda CTC's Countywide Transportation Plan.
2. Projects must demonstrate a public benefit towards building and maintaining the transportation infrastructure in Alameda County.
3. Projects must be publicly accessible and provide direct benefits to public transportation infrastructure and operations.
4. Projects must meet the goals and objectives of the funding sources and programs that are ultimately recommended by Alameda CTC.
5. Projects funded with 2000 Measure B, 2014 Measure BB, and VRF must be consistent with requirements and priorities of their respective expenditure plans.

Funds are programmed from a specific fund source(s), in a given fiscal year to a specific phase(s) of a project. The expected outcome of the total project, or of implementing any phase of the project, with funds programmed in the CIP, shall be consistent with the goals and objectives of the CTP, and any applicable fund source specific requirements.

Programming and allocations requests must at minimum contain the following:

- Project scope, cost, schedule,
- Description of benefits to determine the expected outcome and whether or not the outcome is consistent with the CTP and fund source goals and objectives.
- Funding breakdown by phase. Cost estimates for all phases are required for projects requesting programming or allocations for phases beyond environmental approval.

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SECTION 6: PROGRAMMING PRINCIPLES AND GUIDELINES

Alameda CTC's programming and allocation decisions shall be based on a project's ability to achieve the following five fundamental policy principles that serve as a guide for the CIP development and project selection.

1. Implementing Alameda County's adopted vision
   All funding decisions will support implementation of Alameda CTC's long-range transportation vision for Alameda County as adopted in its long-range Countywide Transportation Plan.

2. Balanced strategic program across project delivery phase
   Alameda CTC strategically invests financial resources to optimize transportation planning, project delivery and performance analysis. The CIP will identify investments in all stages of project development. Striking a balance between project development and capital phases is desired to support a combination of project development phases that will utilize the available programming capacity and to position the county to leverage federal, State and regional funding sources as they become available. This will include considering the delivery status of projects to optimize competitiveness for future grant opportunities.

   Alameda CTC uses the following project or program delivery phases:
   - Planning/Scoping/Conceptual Engineering
   - Preliminary Engineering/Environmental Studies
   - PS&E/Final Design
   - Right-of-Way Acquisition and Engineering
   - Construction Capital and Support
   - Equipment/Rolling Stock Acquisition
   - Operations (includes Safe Routes to School, paratransit programs, transit-related operations)
   - Post-Construction Activities
   - Project Closeout

   The CIP will also include countywide program/operational investments including, but not limited to, the Safe Routes to Schools Program, senior travel training/mobility management, and system performance-monitoring efforts.

4. Maximizing transportation investments
   Alameda CTC will work with local agencies to program funds to projects that are implementation ready, have a credible funding plan, meet the requirements of the fund source and provide transportation benefits. The CIP will examine opportunities

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to leverage the local fund sources to the maximum extent possible. In addition, Alameda CTC will use the CIP to identify co-benefits between projects, when practical and feasible.

5. Investments in all modes and areas within Alameda County
   The CIP strives to identify investments in all modes of transportation, project phases, and geographic areas in Alameda County. The CIP is constrained to the revenue projected to be available for the five-year programming. Alameda CTC will use the CIP to monitor geographic equity and modal equity investments over time.

6. Delivering solutions while ensuring accountability
   Alameda CTC will require timely and cost-effective project delivery, and will monitor implementation to ensure Project Sponsors are accountable for their projects. The CIP will promote the timely delivery of projects, leveraging of local funds and minimizing cost increases due to delays. Projects funded through the CIP will be subject to the requirements of each fund source used to implement the project. Timely use of funds provisions will apply to all funds programmed and/or allocated in the CIP.

Programming Principles and Guidelines

Programming and allocations decisions shall be based on a CIP Programming Principles and Guidelines included in the CIP's appendices. This describes the complete framework for programming and allocation decisions made by Alameda CTC, including defining eligible projects, eligible Project Sponsors, eligible costs, funds sources, funding guidelines and requirements.

Key project merits will be considered (in no particular order) such as:

- Congestion Relief: Project's ability to enhance mobility and access by addressing existing and future congestion and travel demands.

- State of Good Repair: Project's ability to improve the condition of existing transportation facilities or address identified issues if the system is left unimproved.

- Transportation Significance: Project demonstrates regional or countywide significance towards improving the transportation network, economic competitiveness, and environmental conditions i.e. regional greenhouse gases.

- Safety and Connectivity: Project's ability to foster a safe, connected, accessible transportation system for multimodal movement of goods and people.

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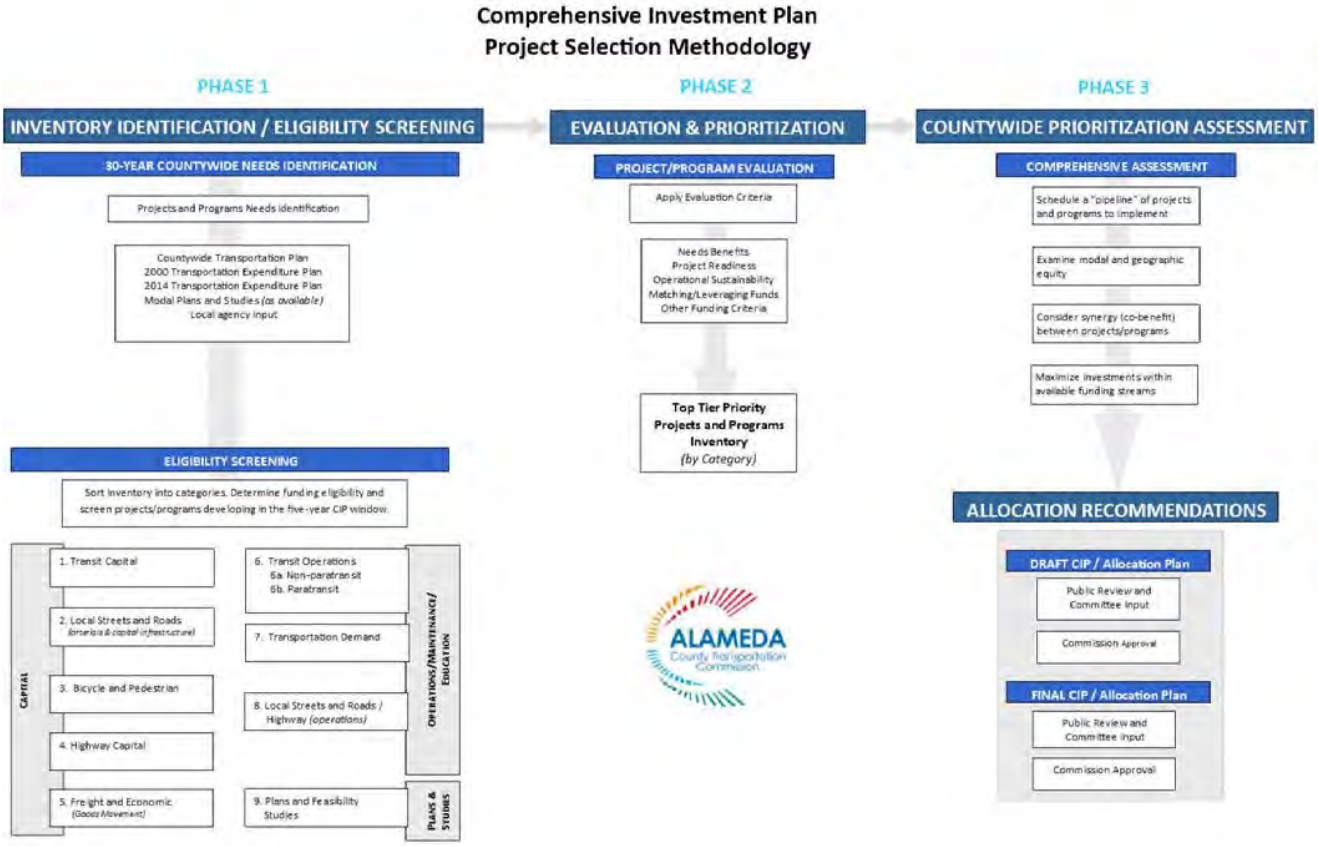
- Multimodal Access: Project's ability to contribute to a multimodal transportation system that serves all users, provides transportation choices, and provides greater access to schools, jobs, homes, and transit.

The CIP programming principles are not intended to replace existing programming requirements of individual fund sources. Instead, the principles are intended to inform the uniform consolidation of historically separate programming practices, where applicable, to more effectively coordinate funding towards beneficial transportation projects that address congestion, state of good repair, economic development, access, safety, and connectivity of a multimodal transportation system.

Programming Guidelines are described in detail by program in the CIP's appendices.

SECTION 7: PROJECT SELECTION METHODOLOGY

The project selection methodology for the CIP is based on three step/phased approach as described below and illustrated in CIP Project Selection Methodology Diagram shown here.



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Phase 1: Project Identification and Screening

Alameda CTC will identify project inventories from the CTP, countywide modal plans, short- and long-range transportation plans and other local planning documents. The inventory will be screened for eligible projects that are ready to be implemented within the five-year CIP window based on schedule, a credible funding plan and local prioritization. Alameda CTC may also initiate a Call for Project to gather updated project information to inform project selection decisions for CIP programming and allocations.

Alameda CTC will separate projects into modal categories based on the type of project (bicycle/pedestrian, roadway, etc. Projects will be assessed for eligible funding sources to ensure they meet funding requirements. The CIP Programming Principles and Guidelines located in the CIP's appendices provides a summary of the categories and sample project types included in the CIP.

The goal of Alameda CTC's funding recommendations will be to fund a project phase by phase, as applicable, so that the project can progress from development to construction and project delivery. Projects outside the five-year period will be considered for future implementation in subsequent funding cycles and CIP updates.

Phase 2: Project Evaluation

Based on the list developed in Phase 1, Alameda CTC will prioritize projects relative to each other in defined category types. Projects will be evaluated against the same category of projects (i.e., transit projects will be evaluated against transit projects, road projects against road projects, etc.). This approach will provide a balanced prioritization process that compares similar project types to one another. Projects specifically named in expenditure plans will be separated from those seeking discretionary funding and will be prioritized independent of the discretionary projects. Based on their scoring assessment, projects will be evaluated and arranged into three tiers within their respective categories (high, medium and low priority). This sorted list will then move into the third phase of evaluation.

Alameda CTC will evaluate eligible projects using the programming criteria adopted as part of the CIP, and other Commission actions, as the basis for programming and allocation decisions.

Phase 3: Countywide Prioritization Assessment

The final step in the project selection process will examine the top tiers of each category from the Phase 2 scoring, to strategically program available funding, to achieve countywide goals and priorities. Alameda CTC will perform a systematic examination across all of the categories to identify financial strategies, geographic and modal equity, and co-benefits between proposed improvements as part of the CIP update process

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every two years, when the five-year programming window is shifted two years into the future.

Alameda CTC will examine opportunities to promote the timely delivery of projects, and leveraging of local funds. Programming recommendations will be constrained by the total available programming within the five-year CIP window, and by fund source eligibilities of projects.

Projects outside Alameda CTC's programming availability in the five-year CIP will be considered for inclusion in future funding cycles and CIP updates.

Project Selection Criteria

The CIP project selection criteria as approved and incorporated in the CIP updates, includes traditional programming criteria used previously by the Alameda CTC. The CIP uses four categories of criteria to score each project:

1. Readiness Delivery Criteria
   The project has a well-defined funding plan, budget and schedule; implementation of the project phase is feasible; governing body approval and community support are demonstrated; and the agency has the ability to coordinate among internal and external agencies, as applicable.

2. Needs and Benefits Criteria
   The project need is clearly defined and demonstrates how the transportation improvement will benefit intended users by increasing connectivity, improving access, supporting well-maintained transportation facilities/equipment (as applicable); promotes innovation and a multimodal system; improves safety; supports a clean environment; and strengthens the economy.

3. Matching and Leveraging Funds Criteria
   The project has secured funding from other sources or demonstrates how it will leverage other funds for use on the project.

4. Other Funding Features
   As applicable, other requirements mandated by other funding sources/programs.

Alameda CTC will, to the extent possible, implement the above project selection process using the CIP programming principles identified in Section 6: Programming Principles and Guidelines for programming and allocation decisions.

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SECTION 8: BASIS OF PROJECT COST SHARING

The investments of funding programmed in the CIP considers the overall project cost/funding picture and expected outcomes. The baseline for cost sharing is typically the proportional share of Alameda CTC Administer Funds against the total project costs at completion.

Project Sponsors are required to request Alameda CTC Administered Funds by phase and to provide matching funds to such request by phase. This ensures during any given CIP programming cycle the Commission's requirement for a minimum level of project cost sharing is achieved.

In the event, Alameda CTC funds are required in an earlier phase to increase the competitiveness of a project to leverage other funds sources, Alameda CTC, may at its discretion, make a programming recommendation to a phase without a match, that considers the project cost sharing overall.

A risk sharing arrangement shall be included in any funding agreement which obligates funding allocated by Alameda CTC in advance of its proportional share (based on the total funding) for project phases beyond environmental approval, especially for projects that do not have funding identified for all phases of implementation.

The following principles shall be the basis of cost sharing considered for programming and allocations approved by Alameda CTC:

- Complete Project Information
  Request for allocations through the CIP process and subsequent funding agreement packages shall include a summary of estimated total costs segregated by phase; a corresponding milestone schedule showing begin and end dates for each phase (and any significant delivery milestones within each phase); and the anticipated funding (all sources) for each phase segregated by source.

- Funding Agreement Requirements
  Project cost sharing shall be established in the funding agreements based on the information provided with the request for allocation and funding agreement packages. The cost sharing proportions documented in the funding agreement shall be used for risk sharing associated with the implementation of the phase(s) covered by the agreement.

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- Local Cooperation Policy and Eligibility of Locally Incurred Costs
  Project Sponsors, and local jurisdictions whom are directly benefitting from the expected outcomes a project implemented in their locality by Alameda CTC, the Project Sponsor, or other implementing agencies, are required to be active funding partners to further the delivery of such improvement project.

  Locally incurred costs such as staff costs associated with providing technical assistance, support, or coordination to further the delivery of a project by an implementing agency can be included in the total cost and funding amounts for the purposes of cost and risk sharing at the total project level. However, the costs shall not be included in the costs eligible for reimbursement by the funds allocated by Alameda CTC stipulated in the funding agreement, unless they are specifically identified as eligible in the funding agreement.

  Jurisdictions whom are Measure B/BB/Vehicle Registration Fee Direct Local Distribution (DLD) Recipients are encouraged to use local funds to support matching costs. DLD recipients shall not be eligible for reimbursement for local staff costs from Alameda CTC Administered Funds allocated to the Project. Project Sponsor staff costs can be included in the total cost and other funding amounts for the purpose of meeting the cost and risk sharing provisions of Agreement, but staff costs will not be considered reimbursable costs unless the Project Sponsor is performing direct activities related to the phase of the project.

  Refer to the Local Cooperation Policy in the CIP's Policies and Procedures appendix.

SECTION 9: FUND MANAGEMENT AND CIP ADMINISTRATION

Alameda CTC is responsible for the management and administration of the various funding programs within its programming and allocation purview. The CIP provides a summary of the programmed and allocated amounts for each fund source administered by Alameda CTC, and in some cases the fund sources administered by other agencies.

The fund sources administered by Alameda CTC must be managed in accordance with applicable laws and requirements related to the individual fund sources, and with government accounting standards. The programming and allocations included in the CIP provide the basis for the financial and accounting activities performed by Alameda CTC's annual budget, programming fund estimate, and cash management analysis. In general, the financial and accounting activities performed by Alameda CTC occur in the background of the day-to-day project implementation activities, and do not typically hinder a projects ability to be delivered. The specifics related restrictions of use, or

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timing of reimbursements for allocated fund shall be addressed in the applicable funding agreement(s).

Alameda CTC Administered funds under Alameda CTC's direct administration purview shall be encumbered into a funding agreement with the Project Sponsor. The funding agreement shall be consistent with the original request for allocation/project application that was used to inform Alameda CTC's programming and allocation decision. Alameda CTC provides for a formal and administrative amendment process to amend an executed funding agreement to adjust the scope, funding, milestones, schedules based on a Project Sponsor's request.

CIP Administration

The CIP is updated periodically, as needed, to assess programming and allocations adjustments that reflect project changes resulting from schedule modifications, changes in priorities, new policies, regulations or laws, and funding adjustments. The Commission may amend the CIP at any time if an action must be taken before the next CIP update period. The Commission must approve all project additions or deletions. The Commission authorizes the executive director or his or her designee to administratively approve the acceleration of project/program schedules, as long as they can be accomplished within the budgeted amount. This is to maintain project scheduling and coordination with any other activities that may impact or delay project implementation or development. Significant changes in the scope of work, implementation schedule or costs will be presented to the Commission for consideration.

The CIP is updated in consultation with other planning and programming efforts such as the Alameda County Congestion Management Program, the Countywide Transportation Plan and Alameda CTC's annual budget process.

Annual CIP Update

Annual updates, as needed, include modifications to financial projections and confirmation of programming and allocation commitments in association with Alameda CTC's annual budgetary processes. Additionally, annual updates will examine general strategic planning of its projects and programs, and the status of various commitments, and technical adjustments required periodically.

Biennial CIP Update

Every two years, as needed, Alameda CTC will comprehensively update the CIP to review existing CIP projects and to open a nomination window for new projects. The biennially update occurs on odd number fiscal years, and represents a shift of the programming window to add the next two fiscal years.

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Biennial CIP updates will include review of existing projects and programs to determine whether to recommend continuing or postponing funding and delaying, removing or reincorporating projects/programs. Alameda CTC may recommend additional funding to continue existing approved projects. As part of this update, Alameda CTC will open a nomination window to consider new projects for additional capacity granted with the two-year shift of the programming horizon. Projects submitted during the nomination window that meet the Commission-adopted screening criteria will be evaluated and prioritized for funding consideration.

Periodically, Alameda CTC will reassess the CIP development process, prioritization methodology and allocation process for consistency with any updated policies and goals. Alameda CTC will update and amend the CIP accordingly to account for project changes resulting from schedule modifications, changes in priorities, new policies, regulations or laws, and funding adjustments.

CIP Amendments / Adjustments

CIP Amendments / Adjustments are considered on a case-by-case basis, and may occur in the following situations:

- Alameda CTC made a programming recommendation that received final programming actions by other agencies for federal, State or regional funds.
- Additional funding is needed to complete a CIP project.
- Commission approved programming made off-cycle of a CIP update.
- Matching funds are needed to immediately leverage non-Alameda CTC Administered funds to Alameda County.
- Project Sponsors requested a fund exchange among existing approved projects to prevent delays or cost increases to the project.
- Project Sponsors required updates to reflect additional revenue from new or existing fund sources, or updated confirmed amounts.
- Project Sponsors are unable to meet the environmental and full funding requirements as defined in the sales tax expenditure plans.
- Project Sponsors reported changes such as budget increases, schedule delays or other factors that may impede project delivery.

Adjustments to the current CIP programming and allocation record will be reflected in the next regularly scheduled CIP update.

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SECTION 10: ALLOCATION PROCESS AND REQUIREMENTS

Alameda CTC maintains programming and allocation authority for a variety of transportation fund sources. Programming and allocations shall be approved by Alameda CTC in accordance with the requirements of the individual fund source and with the standard programming and allocation procedures and requirements further described in the CIP's Policies and Procedures appendix.

Generally, Alameda CTC allocates the funding for which it has allocation authority based on Requests for Allocations Packages in the form of separate allocation requests for named projects in the Transportation Expenditure plans or through funding applications submitted to Alameda CTC for funding consideration by Project Sponsors during a CIP call-for projects.

The Request for Allocation package shall include an overall project implementation plan which identifies anticipated costs by phase and potential funding sources for each phase throughout completion of the project. Requests for allocations for multiple phases without specifying amounts for the individual phases shall be considered on a case-by-case basis.

Generally, Requests for Allocation Packages should be submitted to Alameda CTC at least 45 days prior to the regularly scheduled Alameda CTC Commission meeting at which the request will be considered for approval. In some cases, the project activities to be funded by an allocation being requested will be performed by an implementing agency that is different than the sponsor. In such cases, the request for allocation package should be prepared by the implementing agency and submitted to Alameda CTC by the Project Sponsor.

Alameda CTC has allocation authority for funds from the following sources:

- 1986 Measure B (1986 MB);
- 2000 Measure B (2000 MB);
- 2010 Vehicle Registration Fee (VRF);
- 2014 Measure BB (2014 MBB);
- Transportation Fund for Clean Air (TFCA) Program Manager; and
- CMA Transportation Improvement Program (CMATIP).

Alameda CTC allocates to the following phases:

- Planning/Scoping/Conceptual Engineering
- Preliminary Engineering/Environmental Studies
- PS&E/Final Design

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- Right-of-Way Acquisition and Engineering
- Construction Capital and Support
- Equipment/Rolling Stock Acquisition
- Operations and/or Maintenance

SECTION 11: APPROVAL OF ADVANCE/PAYBACK AND EXCHANGE ARRANGEMENTS

Requests for advances or exchanges of funds programmed or allocated by Alameda CTC shall be considered on a case-by-case basis and shall only be approved if Alameda CTC resources permit such advance/exchange, and if a significant benefit to the implementation of the project can be identified.
Requests for such advances or exchanges shall be submitted in writing by the Project Sponsor, and shall include, at minimum:

1. Project Status and Current Implementation Plan
2. Project delivery strategy with the funding or exchange proposal that describes the costs and fund sources to be involved in the proposed advance or exchange.
3. Timing availability of the funds for which the advance or exchange is requested
4. Repayment schedule of Alameda CTC funds that are proposed to be advance
5. Intended use of the funds freed up by the advance or exchanged

Any advance or exchange arrangement involving funds programmed or allocated by Alameda CTC must be approved prior to allocation, and shall be addressed in the applicable funding agreement.

SECTION 12: DEBT FINANING FOR THE MEASURE BB CAPITAL PROGRAM

Management of the accounts established for the voter-approved funding programs requires forecasts and projections of revenues and expenditures for the revenue sources and expenditure commitments included in each program. The CIP includes revenue projections for each of the funding programs administered by Alameda CTC. Alameda CTC confirms the priorities for the expenditure commitments through the programming and allocations included in the CIP.

While the cumulative committed expenditures remain less than the cumulative revenues, Alameda CTC is able to fund the investments approved in the CIP on a pay-as-you-go basis. When enough projects are approved that create a scenario where the cumulative committed expenditures exceed the cumulative revenues for any of the funding programs, program level financing will be required to make the funds committed available when needed for project implementation.

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When external financing is necessary, the financing mechanism will be determined by the timing of the need for funding, the current financial markets, and the type of expenditure to be financed as some financing mechanism have restrictions on the type of expenditures that can be financed. The decision to finance projects and programs requires lead time to identify the most beneficial type of financing, and to perform the activities required for the financing to be approved, so staff consistently updates cashflow schedules based on the changing needs of the projects and programs in the TEP.

Once funding agreements and contracts for funds allocated in this CIP are executed, Alameda CTC will have encumbered more Measure BB capital funds than can be provided to the projects on a pay-as-you-go basis. Current financial analysis shows the Measure BB capital program cash balance, without any external financing mechanism, will go negative in the very near-term. The amounts encumbered in funding agreements and contracts will not be expended immediately. The encumbrances for larger projects can take years to be fully expended; however, with encumbrances in place, financial management of the capital program must be diligent. The timing of the anticipated expenditures has a significant effect on financing options and costs. Current financial analysis indicates that debt financing from an external source will soon be required to provide Measure BB funding to the capital projects funded in this CIP.

Based on the volume and timing of funding needs in the Measure BB capital program, the external financing mechanism currently planned for the Measure BB capital program is the issuance of bonds in the capital markets. The process for issuing bonds secured by the sales tax is prescribed by the California Public Utilities Commission Code and expanded upon in guidelines prepared by the California Debt and Investment Advisory Commission. The required process includes Alameda CTC adopting a resolution authorizing the issuance of bonds. The resolution authorizing the issuance of bonds, at a minimum, must address the following (from the PUC):

- The purposes for which the proposed debt is to be incurred, which may include all costs and estimated costs incidental to, or connected with, the accomplishment of those purposes, including, without limitation, engineering, inspection, legal, fiscal agents, financial consultant and other fees, bond and other reserve funds, working capital, bond interest estimated to accrue during the construction period and for a period not to exceed three years thereafter, and expenses of all proceedings for the authorization, issuance, and sale of the bonds.
- The estimated cost of accomplishing those purposes.

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- The amount of the principal of the indebtedness.
- The maximum term the bonds proposed to be issued shall run before maturity, which shall not be beyond the date of termination of the imposition of the retail transactions and use tax.
- The maximum rate of interest to be paid, which shall not exceed the maximum allowable by law.
- The denomination or denominations of the bonds, which shall not be less than five thousand dollars ($5,000).
- The form of the bonds, including, without limitation, registered bonds and coupon bonds, to the extent permitted by federal law, and the form of any coupons to be attached thereto, the registration, conversion, and exchange privileges, if any, pertaining thereto, and the time when all of, or any part of, the principal becomes due and payable.

The process for issuing bonds involves selecting a Financing Team including a Financial Advisor, an Underwriter (one or more), and Bond Counsel, and frequently also includes Disclosure Counsel, to help determine the bond structure and other specifics related to the bond issuance required to develop the bond package, market the bonds, sell the bonds and secure the proceeds. Once the bonds are issued, Alameda CTC will be responsible for bond compliance, monitoring and tracking expenditures, and investment and accounting for bond proceeds.

It is Alameda CTC's policy to fund capital project costs on a pay-as-you-go basis for as long as reasonably possible prior to issuing bonds which helps to minimize financing costs. However, based on current cash flow projections, the Measure BB capital program will require financing by early in FY2022-23 to continue to be able to provide funding to Measure BB projects at the time they are needed to pay expenditures incurred on projects for the next several years through 2032. Thereafter, available sales tax revenues from Measure BB are anticipated to be sufficient to meet capital project cost and debt service needs. Debt financing effectively makes future revenues available sooner to pay for project expenditures as they are incurred. Cash flow projections support the financial analysis and cash management efforts related to determining that a bond issuance is the best method of debt financing suited to Alameda CTC's needs and will allow the agency to fulfill commitments to the Measure BB capital program. The focus of the financial analysis and the Alameda CTC management team is to provide funding for Measure BB commitments to capital projects at the time the funding is needed to reimburse eligible project expenditures as they are incurred. Once a debt issuance is in place, Alameda CTC must prioritize debt service obligations when fluctuations to the timing of Measure BB funding needs on projects develop.

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With borrowing needs spread over more than a 10-year period, Alameda CTC's Commission approved a strategy to address this need which includes issuing bonds every few years within a 10-year window to meet Measure BB capital project funding needs and is in line with requirements to spend down bond proceeds within three years of each issuance. The intended strategy of periodic bond issuances will allow Alameda CTC to have some certainty on the availability of funding to meet the demands of the Measure BB capital program as projects move through the process into the construction phase. Bonds are expected to be sold as tax-exempt, fixed rate bonds with a 10-year call feature, allowing Alameda CTC to refund and redeem the bonds at par on and after the 10-year call date to provide flexibility to the strategy and the Measure BB program. The final maturity of bonds issued will be in 2045, the final year of Measure BB sales tax collections.

With the approval of the Commission, Alameda CTC has begun the debt issuance process and has completed this process of bringing on a financing team as reported to the Commission in March 2022. The Financing Team is currently working on the development of all of the required bond documents for an inaugural issuance of Measure BB bonds.

While bond proceeds will fund Measure BB capital expenditures on a program-wide basis, within the capital program the projects with the largest draw on funds over the next few years and the precipice of the initial financing needs include the State Route 84 ("SR-84") Interstate 680 ("I-680") Interchange Improvements and SR-84 Widening Project, 7th Street Grade Separation East Project, Interstate 80 ("I-80")/Gilman Street Interchange Improvements Project (Phase 1 and 2), and I-680 Express Lane - Southbound Gap Closure (SR-84 to Alcosta Blvd) Project which are all projects included and allocated funding in this CIP as required by the agency's adopted debt policy.

SECTION 13: PROJECT DELIVERY RESPONSIBILITIES

The implementation of projects in the CIP begins once Alameda CTC approves the funding for the project. The Project Sponsor is the agency that takes the overall responsibility for project delivery, advocacy and reporting for the project regardless if it not the direct implementing agency for the project, unless otherwise agreed through written agreements between the Project Sponsor and the implementing agency.

Alameda CTC acts as project cosponsor, and as implementing agency, for phases of a number of projects and programs. As implementing agency, Alameda CTC incurs eligible project costs through contracts with vendors, staff charges and other direct costs. Implementing agencies, other than Alameda CTC, receive reimbursements from

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Alameda CTC via funding agreements which encumber the funds allocated by Alameda CTC. Once the funding agreements are in place, implementing agencies may encumber the funds for contracts and other direct costs to deliver the project as provided for in the funding agreement. Alameda CTC monitors the performance of the projects during implementation and after implementation during operations based on information provided by the Project Sponsor.

Throughout the implementation process, Alameda CTC relies on Project Sponsors and implementing agencies to communicate regularly about project activities and status as required by the funding agreements. The regular updates from Project Sponsors support Alameda CTC's management of the overall set of projects. The information collected from Project Sponsors provides the basis of the project status information made available to the public by Alameda CTC.

Timely and accurate reporting is essential for early identification of potential project or program issues, and of circumstances that may adversely affect project delivery. Alameda CTC needs as much lead time as possible for approving changes to project or program funding in reaction to project risks. Project Sponsors and implementing agencies must communicate risks to Alameda CTC as soon as they are identified by the Project Sponsor or implementing agency.

If a project requires additional funding, or a change to the funding as approved in the CIP, Alameda CTC will review the funding request and consider providing more funding, or approving changes to existing funding, in future CIP update cycles. If an amendment is required prior to the next CIP update cycle to maintain the current implementation schedule, Alameda CTC may approve additional funding, or changes to previously approved funding, at any regularly scheduled Commission meeting.

The CIP document will not be updated and re-published after each off-cycle funding adjustment. Off cycle adjustments to the funding approved in the CIP will be summarized as current programming in the next CIP update cycle.

SECTION 14: PROJECT FUNDING AGREEMENTS

Allocated funds are considered available for encumbrance in funding agreements between the funding agency and the recipient agency.

A funding agreement is required between agencies to allow for reimbursements of eligible project expenditures. The funding agreements specify the financial terms of the agreement, scope of work, costs, schedules and deliverables associated with the

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implementation of the project. Funding agreements are based on the project information, scope of work, costs, schedules and proposed outcomes at the time of the request for allocation.

Generally, Alameda CTC initiates funding agreement development between recipient agencies immediately after the Commission approves a funding allocation. However, it is the responsibility of the recipient agency to submit a request for funding agreement to the Alameda CTC to receive funds allocated by Alameda CTC. Requests for funding agreement must in accordance with the Timely Use of Fund Policy cited in the CIP Policies and Procedures appendix.

Recipient agencies are responsible for fulfilling all requirements related to executing the funding agreements.

SECTION 15: PROJECTS REIMBURSEMENT PROCEDURES

Alameda CTC approves reimbursements of eligible project costs based on Request for Reimbursement (RFR) packages submitted by implementing agencies and Project Sponsors which incur reimbursable costs against Alameda CTC Administered Funds encumbered in a funding agreement.

RFR requirements are included in the applicable funding agreements, and Project Sponsor's request generally include

- Itemization of eligible costs incurred to confirm the costs are consistent with the applicable funding agreement
- Itemization of Alameda CTC costs and other sources to calculate any proportional shares and reimbursement ratios set in the funding agreement
- Supporting documentation (timesheets, vendor invoices, proof of payment) for all costs cited within an RFR regardless if costs are intended to be Alameda CTC or non-Alameda CTC funded costs.

Alameda CTC approves RFRs upon sufficient supporting documentation of costs incurred, and based on the availability of funds.

Eligible costs for reimbursements are further described in the Eligible Cost for Reimbursement Policy cited in the CIP's Policies and Procedures appendix.

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SECTION 16: ALAMEDA CTC LOCAL BUSINESS CONTRACT EQUITY PROGRAM REQUIREMENTS

All locally funded contracts approved by Project Sponsor, funded wholly or in part with Measure B, Measure BB, and/or Vehicle Registration Fee funds, except for contracts that also include State and/or federal funds or contracts funding non-capital projects (e.g., transit operations), are required to comply with Alameda CTC's Local Business Contract Equity (LBCE) Program.

This includes the obligation to report Local Business Enterprise (LBE), Small Local Business Enterprise, and Very Small Local Business Enterprise participation with all reimbursement requests submitted for contracts costs partially or wholly funded by Alameda CTC, whether or not the contract requires LBE participation.

Project Sponsors receiving Measure B, Measure B, and/or Vehicle Registration Fee funds through the programming and allocation process must follow these program requirements and may be requested to document procurement processes funds to verify program compliance. Non-compliance Project Sponsors may have funds subject to rescission, or marked as ineligible for reimbursement, at the discretion of the Alameda CTC.

Alameda CTC's LBCE Program and is available online on the Alameda CTC website.

SECTION 17: PROJECT CLOSEOUT

Project closeout shall be in accordance with the applicable project funding agreement(s).

At a minimum, the Project Sponsor shall provide Alameda CTC with written confirmation that the project is complete with a summary of the final costs, funding and schedule information segregated by phase. If a project will continue beyond the time during the time which Alameda CTC programmed or allocated funds are being expended, the Project Sponsor shall notify Alameda CTC in writing when the expenditure of the funding is complete, and will continue to provide project status updates as required/requested by Alameda CTC until the project is fully implemented and in public service.

Periodic information updates during operations of projects funded by Alameda CTC may be required for monitoring purposes as specified in the applicable funding agreement, and as requested by Alameda CTC.

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SECTION 18: PERFORMANCE MONITORING AND REPORTING

Countywide Performance Monitoring and Implementation

Projects that received funding through the CIP have been identified through the programming and allocation process to further the Alameda CTC's Countywide Transportation Plan, modal plans, and local planning documents vision to improve the transportation network. These plans identify project and transportation system investments based on expected outcomes modeled over a up to 30-year planning horizon. As projects are implemented through the CIP programming, Project Sponsors are required to report back to Alameda CTC on the outcomes of the implemented projects, and provide feedback on the planning and investment decisions.

Project Reporting

The CIP requires that each project include performance monitoring goals/metrics to gather project specific performance indicators on individual projects. Funding agreement will include all monitoring and reporting requirements required to capture the benefits and expected outcomes of Alameda CTC's investments.

The reporting requirements include the following:

Progress Reports

The executed funding agreements require regular progress reporting, based on the reporting schedule set forth on the agreement. The progress reports include a status update made toward implementation of the project, including deliverables, commitment status of supplemental funds identified in the funding agreement and adherence to the adopted project schedule.

Corrective Plans

Once a funding agreement is executed, Project Sponsors are required to report changes to the project scope, schedule, cost and funding as soon as the required changes are identified by the Project Sponsor for the Commission's consideration. Reports of changes such as budget increases, schedule delays and other factors that may represent an impediment to successful project delivery in accordance with the agreed-on scope, schedule, cost and funding must be accompanied by a Corrective Plan detailing the Project Sponsor's strategy to deliver the project or program within the proposed new parameters. Alameda CTC must accept the plan before future programming, allocations and reimbursements will be approved.

Final Report

The Project Sponsor must submit a final project delivery report of the completed project contained in a funding agreement. The final report must

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describe the completed scope of work, the final budget including spend down of all identified fund sources in the funding plan and any performance outcomes included in the funding agreement.

Monitoring Project Sponsor Delivery and Accountability

Alameda CTC will also monitor the Project Sponsor's ability to deliver a project as proposed. Project Sponsors are required to monitor and inform Alameda CTC if there are significant changes in project or program development, implementation schedule or budget. Project Sponsor's delivery record may be considered at future programming cycles or funding requests by the Project Sponsor. Failure to monitor performance or perform required expenditure audits may affect a Project Sponsor's eligibility to receive funding in future CIP update cycles.

Audits

Alameda CTC reserves the right to perform audits to confirm whether costs submitted for reimbursement are consistent with the provisions set forth in the applicable funding agreement(s). The audit may also include a review of deliverables and outcomes to determine if they are consistent with the project scope and schedule in the funding agreement. Audits must also be performed for funding sources as described in the 2000 TEP and 2014 TEP.

Alameda CTC will periodically evaluate and summarize the project performance monitoring efforts conducted through the individual project and or comprehensive program updates to the Commission. This is intended to provide feedback on Alameda CTC's investments, including how the projects provided a benefit to the transportation system.

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ALAMEDA
County Transportation Commission

2022 Comprehensive Investment Plan Update

Appendix A

Technical Detail: Current Programming



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Alameda CTC Comprehensive Investment Plan
Current Programming
Current Approved Programming and Allocations (2022 CIP - 7/22/21)

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	3,583	3,583						3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	JARC	Transit	O&M	1,417	1,417						1,417
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	2-Central	Lifeline	STA	Transit	CON	450	450						450
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	1,741	1,741						1,741
00009	AC Transit	City of Oakland Broadway Shuttle	1-North	Lifeline	JARC	Transit	O&M	405	405						405
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	TFCA	Prog Mgr	Transit	CON	925	925						925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	2000 MB	07A	Transit	Various	11,510	11,510						11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	2014 MBB	TEP-13	Transit	CON	10,000	10,000						10,000
00056	AC Transit	Grand/MacArthur BRT	1-North	2014 MBB	TEP-15	Transit	Planning / Scoping	97	97						97
00057	AC Transit	College/Broadway Corridor Transit Priority	1-North	2014 MBB	TEP-16	Transit	Planning / Scoping	100	100						100
00171	AC Transit	Line 97 Corridor Improvements (Signal timing component)	2-Central	TFCA	Prog Mgr	Transit	Various	228	228						228
00193	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	1-North	2010 VRF	Disc-Transit	Transit	Various	300	300						300
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	447	447						447
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	PE/Env	536	536						536
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2010 VRF	Disc-Transit	Transit	CON	4,018	4,018						4,018
00379	AC Transit	Quick Builds	1-North	STP/CMAQ	STP/CMAQ	Transit	CON	954		954					954
00380	AC Transit	Tempo Quick Build Transit Lane Delineation	1-North	STP/CMAQ	STP/CMAQ	Transit	CON	300		300					300
00381	AC Transit	Oakland Traffic Management Center	1-North	2000 MB	Disc-Transit	Transit	CON	375		375					375
00087	Alameda	Alameda City Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	505	505						505
00314	Alameda	Otis Drive Traffic Calming and Safety Improvement Project	1-North	TFCA	Prog Mgr	Transit	CON	175	175						175
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Planning / Scoping	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	PE/Env	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Final Design (PS&E)	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	CON	7,650				7,650			
00196	Alameda	Central Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	3,487	3,487						3,487
00197	Alameda	City Wide Street Resurfacing - Pavement Management	1-North	STP/CMAQ	LSR	LSR	CON	827	827						827
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	124	124						124
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	443	443						443
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,451	4,451						4,451

Alameda CTC Comprehensive Investment Plan
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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	PE/Env	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	434	434						434
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	ROW	1,097	1,097						1,097
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	CON	6,376		6,376					6,376
00200	Alameda	Seaplane Lagoon Ferry Terminal	1-North	2014 MBB	TEP-45	Transit	CON	8,200	8,200						8,200
00345	Alameda	Alameda Commercial and Slow Streets Program	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00358	Alameda	Implement 8 School Safety Assessments in Alameda	1-North	2000 MB	Disc-BP	Bike/Ped	CON	84		84					84
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	2000 MB	Disc-BP	Bike/Ped	CON	192		192					192
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100		100					100
00335	Alameda	West End Bike Ped Bridge Project	1-North	2014 MBB	TEP-37	Bike/Ped	Planning / Scoping	1,555	1,555						1,555
00088	Alameda County	Alameda Co-Various Streets and Roads Preservation	4-East	OBAG	STP	LSR	CON	1,565	1,565						1,565
00127	Alameda County	Hesperian Blvd Corridor Improvement (A St - I880)	2-Central	2014 MBB	TEP-26	LSR	CON	7,000	7,000						7,000
00162	Alameda County	East Castro Valley Boulevard Class II Bike Lanes	4-East	TFCA	Prog Mgr	Bike/Ped	Various	62	62						62
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2-Central	2000 MB	Disc-TCD	Transit	Planning / Scoping	88	88						88
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	2014 MBB	TEP-26	LSR	CON	7,600	7,600						7,600
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	245	245						245
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	9,300		9,300					9,300
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	STP/CMAQ	LSR	LSR	CON	2,171	2,171						2,171
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	STP/CMAQ	LSR	LSR	CON	1,779	1,779						1,779
00319	Alameda County	Hesperian Blvd Class 2 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00329	Alameda County	East Lewelling Blvd Class 4 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00344	Alameda County	Unincorporated Alameda County Bicycle Route Signage	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	40	40						40
00357	Alameda County	Sidewalk & Intersection Improvements to access Royal Sunset High School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	136		136					136
00377	Alameda County	Anita Avenue Streetscape Improvements	2-Central	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	2,000		2,000					2,000
00396	Alameda County	East Lewelling Blvd Streetscape Improvements Phase II	2-Central	2010 VRF	Disc-BP	Bike/Ped	CON	1,950			1,950				1,950
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	1,852		1,852					1,852
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	98		98					98
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	2010 VRF	Disc-Transit	Transit	CON	7,000	7,000						7,000

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	8	8						8
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	2000 MB	Disc-PT	Paratransit	O&M	109	109						109
00053	Alameda CTC	Affordable Student Transit Pass Programs	Multiple	2014 MBB	TEP-08	Transit	O&M	15,000	15,000						15,000
00054	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	Multiple	2014 MBB	TEP-12	Paratransit	Planning / Scoping	1	1						1
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	PE/Env	3,000	3,000						3,000
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	Final Design (PS&E)	6,600	6,600						6,600
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	ROW	2,400	2,400						2,400
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	CON	2,400	2,400						2,400
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	CON	11,689	11,689						11,689
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Planning / Scoping	100	100						100
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	PE/Env	4,000	4,000						4,000
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Final Design (PS&E)	8,500	5,500	3,000					8,500
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	STIP	RIP	HWY	CON	50		50					50
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	PE/Env	4,000	4,000						4,000
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	Final Design (PS&E)	16,500	16,500						16,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	ROW	20,000	20,000						20,000
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	CON	81,500	81,500						81,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	CON	1,400	6,200	(4,800)					1,400
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	SB-1	LPP	HWY	CON	8,600	3,800	4,800					8,600
00072	Alameda CTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	4-East	2014 MBB	TEP-32	HWY	CON	10,000	10,000						10,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	Final Design (PS&E)	5,000	5,000						5,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	CON	15,000	15,000						15,000
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	Planning / Scoping	925	925						925
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	PE/Env	4,750	4,750						4,750
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	Final Design (PS&E)	5,125	5,125						5,125
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-39	HWY	Final Design (PS&E)	5,125	5,125						5,125
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	STIP	RIP	HWY	CON	50		50					50
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	3-South	2014 MBB	TEP-39	HWY	Planning / Scoping	825	825						825
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	3-South	2014 MBB	TEP-39	HWY	PE/Env	4,750	4,750						4,750

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									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	PE/Env	3,500	3,500						3,500
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	12,000				12,000			
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	1986 MB	MB226	LSR	CON	19,350	19,350						19,350
00117	Alameda CTC	I-680 Sunol SB Express Lane	3-South	2000 MB	08A	HWY	O&M	4,500	4,500						4,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	3-South	2000 MB	08A	HWY	CON	20,000	20,000						20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2000 MB	08B	HWY	Final Design (PS&E)	4,500	4,500						4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2014 MBB	TEP-35	HWY	CON	10,000	10,000						10,000
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2000 MB	08B	HWY	CON	100,000	100,000						100,000
00120	Alameda CTC	Alameda County Rail Strategy Study	Multiple	2014 MBB	TEP-27	Freight	Planning / Scoping	250	250						250
00131	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	4-East	2014 MBB	TEP-26	HWY	Planning / Scoping	17	17						17
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	9,550	9,550						9,550
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	CON	8,000	8,000						8,000
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Planning / Scoping	1,808	1,808						1,808
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	PE/Env	3,500	3,500						3,500
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	STIP	RIP	HWY	CON	50		50					50
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	Planning / Scoping	1,500	1,500						1,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	PE/Env	7,500	7,500						7,500
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	35,020	35,020						35,020
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	22,800	18,000	4,800					22,800
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	ROW	23,000	23,000						23,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	CON	37,000	37,000						37,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	SB-1	LPP	Freight	CON	3,800		3,800					3,800
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	3-South	2014 MBB	TEP-26	Multiple	Various	4,200	4,200						4,200
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	Multiple	2014 MBB	TEP-41	Freight	Various	300	300						300
00159	Alameda CTC	Matching Program for Last Mile Connection Technology Programs	Multiple	2014 MBB	TEP-46	Transit	Various	200	200						200
00161	Alameda CTC	Overall Planning/Monitoring Services	Multiple	2014 MBB	TEP-46	Multiple	O&M	100	100						100
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Multiple	TFCA	Prog Mgr	Multiple	O&M	210	210						210
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	Multiple	TFCA	Prog Mgr	Transit	O&M	270	270						270
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	Multiple	2000 MB	Disc-TCD	Bike/Ped	Planning / Scoping	200	200						200

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	O&M	1,767	1,767						1,767
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	2014 MBB	TEP-45	Transit	O&M	1,004	644	360					1,004
00206	Alameda CTC	Comprehensive Multimodal Monitoring	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	1,250	1,250						1,250
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	1,708	1,508	200					1,708
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	CON	254				254			
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	8,372	8,372						8,372
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	2014 MBB	TEP-27	Freight	O&M	2,360				2,360			
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	PE/Env	7,500	7,500						7,500
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Final Design (PS&E)	22,500	22,500						22,500
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	CON	5,793		5,793					5,793
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	2014 MBB	TEP-46	Multiple	Planning / Scoping	1,000	1,000						1,000
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	405	405						405
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	16,595	16,595						16,595
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	Final Design (PS&E)	151	151						151
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	CON	389	389						389
00280	Alameda CTC	Toll Revenue Forecasting	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	875	500	375					875
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	PE/Env	5,800	5,800						5,800
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	Final Design (PS&E)	10,000	10,000						10,000
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	ROW	5,966	5,966						5,966
00287	Alameda CTC	Oakland Alameda Access Project	1-North	STIP	RIP	HWY	CON	50		50					50
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Planning / Scoping	5,500	5,500						5,500
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Final Design (PS&E)	1,500	1,500						1,500
00289	Alameda CTC	Student Transit Pass Program	Multiple	2014 MBB	TEP-07	Transit	O&M	23,500	2,800	6,700	6,700	7,300			16,200
00313	Alameda CTC	Countywide Model Update	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	800	800						800
00343	Alameda CTC	Alameda CTC STIP Administration (Planning, Programming and Monitoring)	Multiple	STIP	RIP	Multiple	Various	315		315					315
00406	Alameda CTC	CTA Planning & Programming (for Various Youth and Adult Bicycle Promotion & Education)	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning / Scoping	160		160					160
00407	Alameda CTC	Alameda County Safe Routes to Schools	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning / Scoping	1,500		1,500					1,500
00408	Alameda CTC	CTA Planning & Programming	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning / Scoping	354		354					354
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	Multiple	TFCA	Prog Mgr	Multiple	O&M	100	100						100

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	1-North	TFCA	Prog Mgr	Bike/Ped	Various	95	95						95
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	1-North	STP/CMAQ	LSR	Bike/Ped	CON	340	340						340
00346	Albany	Solano and Marin Ave Sidewalk Improvements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	2000 MB	Disc-BP	Bike/Ped	CON	741			741				741
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	TFCA	Prog Mgr	Bike/Ped	CON	85			85				85
00021	ASEB	Special Transportation Services for Individuals with Dementia	1-North	2000 MB	Disc-PT	Paratransit	O&M	400	400						400
00300	ASEB	Regrowth of Transportation Services for Individuals with Dementia	1-North	2000 MB	Disc-PT	Paratransit	O&M	797	305	159	164	169			628
00339	BAAQMD / CEC	Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (NorCAL Drayage)	1-North	2014 MBB	TEP-46	Freight	CON	3,640	3,640						3,640
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	1-North	Lifeline	STA	Transit	O&M	250	250						250
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Planning / Scoping	2,760	2,760						2,760
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Final Design (PS&E)	16,450	16,450						16,450
00059	BART	Bay Fair Connector/BART Metro	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	85	85						85
00172	BART	BART West Oakland Bike Locker Plaza	1-North	TFCA	Prog Mgr	Transit	Various	55	55						55
00215	BART	BART to Livermore	4-East	TCRP	TCRP	Transit	PE/Env	1,700	1,700						1,700
00215	BART	BART to Livermore	4-East	2000 MB	26	Transit	PE/Env	1,400	1,400						1,400
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	500	500						500
00304	BART	19th Street Oakland BART Modernization	1-North	2014 MBB	TEP-19	Transit	CON	17,650	10,000	7,650					17,650
00318	BART	West Oakland BART Station Bike Locker Expansion	1-North	TFCA	Prog Mgr	Transit	CON	100	100						100
00341	BART	Vehicle Overhaul and Heavy Repairs Shop (VOHRS)	2-Central	2014 MBB	TEP-18	Transit	Final Design (PS&E)	5,000		5,000					5,000
00089	Berkeley	Shattuck Complete Streets and De-couplet	1-North	OBAG	STP	Bike/Ped	CON	2,777	2,777						2,777
00097	Berkeley	Hearst Avenue Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	2,256	2,256						2,256
00165	Berkeley	Berkeley Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	Various	137	137						137
00177	Berkeley	Hearst Ave Complete Streets	1-North	TFCA	Prog Mgr	Bike/Ped	CON	88	88						88
00184	Berkeley	Berkeley Citywide Bike Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	29	29						29
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	49	49						49
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	59	59						59
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	613	613						613
00220	Berkeley	Milvia Bikeway Project	1-North	2000 MB	Disc-BP	Bike/Ped	PE/Env	350	350						350

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	220	220						220
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	387	387						387
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	613	613						613
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	7,335	7,335						7,335
00330	Berkeley	Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON	117	117						117
00347	Berkeley	Berkeley Healthy Streets Program Expansion	1-North	2000 MB	Disc-BP	Bike/Ped	CON	52	52						52
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	22		22					22
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	52		52					52
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TCD	Transit	Planning / Scoping	110		110					110
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TCD	Transit	PE/Env	180		180					180
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	61		61					61
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	153		153					153
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	1,057			1,057				1,057
00410	Berkeley	Adeline Street Transportation Improvements	1-North	2010 VRF	Transit	Transit	PE/Env	495			495				495
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2000 MB	Disc-PT	Paratransit	O&M	535	535						535
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	1-North	2014 MBB	TEP-12	Paratransit	O&M	306	306						306
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2014 MBB	TEP-12	Paratransit	O&M	1,004	389	192	198	225			779
00023	CIL	Mobility Matters Project	1-North	2000 MB	Disc-PT	Paratransit	O&M	679	679						679
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	1-North	2000 MB	Disc-PT	Paratransit	O&M	500	500						500
00293	CIL	Community Connections Program (CoCo)	1-North	2000 MB	Disc-PT	Paratransit	O&M	940	376	188	188	188			752
00291	CRIL	Travel Training: Oh The Places You Will Go!	2-Central	2000 MB	Disc-PT	Paratransit	O&M	486	324	162					486
00173	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	2-Central	TFCA	Prog Mgr	Transit	O&M	123	123						123
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128
00320	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations	2-Central	TFCA	Prog Mgr	Transit	O&M	215	215						215
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	O&M	220	220						220
00295	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	582	388						388
00052	Dublin	Iron Horse Transit Route - Dougherty Road	4-East	2000 MB	09	Multiple	CON	6,267	6,267						6,267
00090	Dublin	Dublin Boulevard Preservation	4-East	OBAG	STP	LSR	CON	470	470						470
00123	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	4-East	2014 MBB	TEP-26	LSR	CON	11,200	11,200						11,200

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00124	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	4-East	2014 MBB	TEP-26	LSR	CON	3,000	3,000						3,000
00166	Dublin	San Ramon Road Arterial Mgmt	4-East	TFCA	Prog Mgr	LSR	Various	146	146						146
00224	Dublin	City of Dublin Street Rehab	4-East	STP/CMAQ	LSR	LSR	CON	661	661						661
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	PE/Env	2,374	2,374						2,374
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	Final Design (PS&E)	5,374	5,374						5,374
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	166	166						166
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,128	1,128						1,128
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	CON	4,751	4,751						4,751
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	TFCA	Prog Mgr	Bike/Ped	CON	856	856						856
00315	Dublin	Tassajara Road Arterial Management Project	4-East	TFCA	Prog Mgr	Transit	CON	146	146						146
00348	Dublin	Regional Street Improvement Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00361	Dublin	Safe Routes to School - Crosswalk Improvements Project	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	94		94					94
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2000 MB	Disc-TCD	Bike/Ped	Final Design (PS&E)	41		41					41
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2010 VRF	Disc-BP	Bike/Ped	CON	226			226				226
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	1-North	2014 MBB	TEP-42	Bike/Ped	CON	642	642						642
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	1-North	2014 MBB	TEP-42	Bike/Ped	CON	2,833	2,833						2,833
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	296	296						296
00292	Eden I&R	Mobility Management Through 211 Alameda County	2-Central	2000 MB	Disc-PT	Paratransit	O&M	747	272	153	157	165			582
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	1-North	2014 MBB	TEP-12	Paratransit	O&M	952	380	225	171	176			776
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	1-North	2000 MB	Disc-PT	Paratransit	O&M	174	174						174
00141	Emeryville	South Bayfront Bridge	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,895	1,895						1,895
00141	Emeryville	South Bayfront Bridge	1-North	TFCA	Prog Mgr	Bike/Ped	CON	105	105						105
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00230	Emeryville	Emery Go Round General Benefit Operations	1-North	2014 MBB	TEP-45	Transit	O&M	2,500	2,000	500					2,500
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	1-North	STP/CMAQ	LSR	LSR	CON	225	225						225
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	1-North	2000 MB	Disc-TCD	Transit	CON	930	930						930
00271	Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	1-North	2014 MBB	TEP-12	Paratransit	O&M	52	52						52
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets (TCEP Match)	1-North	2014 MBB	TEP-41	Freight	CON	1,800	1,800						1,800
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets	1-North	CMA-TIP	Other	Freight	CON	1,380	1,380						1,380

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00301	Emeryville	Emeryville Senior Center Group Trips Bus Purchase	1-North	2000 MB	Disc-PT	Paratransit	O&M	132	132						132
00349	Emeryville	Shared Doyle Street Quick-Build Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00391	Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	1-North	2000 MB	Disc-TCD	Transit	Final Design (PS&E)	2,000		2,000					2,000
00394	Emeryville	Emery Go-Round Operating Expenses (FY2022-FY2026)	1-North	2010 VRF	Disc-Transit	Transit	O&M	2,000			500	500	500	500	500
00025	Fremont	Tri-City Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	431	431						431
00026	Fremont	Tri-City Volunteer Driver Programs	3-South	2000 MB	Disc-PT	Paratransit	O&M	549	549						549
00027	Fremont	Tri-City Taxi Voucher Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	450	450						450
00091	Fremont	Fremont City Center Multi-Modal Improvements	3-South	OBAG	STP	Multiple	CON	1,288	1,288						1,288
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-45	Transit	CON	25,000	25,000						25,000
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-21	Transit	CON	5,000	5,000						5,000
00143	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	41	41						41
00152	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	3-South	2014 MBB	TEP-42	Multiple	Planning / Scoping	42	42						42
00153	Fremont	Scoping: Fremont BART Station West Side Enhancement	3-South	2014 MBB	TEP-45	Transit	Planning / Scoping	42	42						42
00154	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	3-South	2014 MBB	TEP-45	Bike/Ped	Planning / Scoping	42	42						42
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	3-South	TFCA	Prog Mgr	LSR	CON	425	425						425
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	3-South	TFCA	Prog Mgr	LSR	CON	646	646						646
00233	Fremont	City of Fremont Pavement Rehabilitation Project	3-South	STP/CMAQ	LSR	LSR	CON	2,760	2,760						2,760
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	PE/Env	386	386						386
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	799	799						799
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	CON	6,510	6,510						6,510
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	PE/Env	1,901	1,901						1,901
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,553	3,553						3,553
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	PE/Env	443	443						443
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,328	1,328						1,328
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	CON	7,525	7,525						7,525
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	3-South	2014 MBB	TEP-45	Bike/Ped	CON	5,000	5,000						5,000
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	298	298						298
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	731	279	149	151	152			579
00305	Fremont	I-880 Interchange Modernization & Area Imprvts. (Mission Blvd, Washington, Auto Mall Pkwy, Auto Mall Pkwy / WarmSprings Intersection)	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	3,000	3,000						3,000

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00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	1,000	1,000						1,000
00308	Fremont	Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone	3-South	2014 MBB	TEP-21	Freight	CON	977	977						977
00309	Fremont	I-880 Bridge at Pacific Commons Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,100	2,100						2,100
00322	Fremont	Former State Route 84 Pavement Rehabilitation	3-South	2014 MBB	TEP-21	LSR	CON	2,000	2,000						2,000
00350	Fremont	Centerville Complete Streets Pilot Road Diet	3-South	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00362	Fremont	Fremont Boulevard/Country Drive Protected Intersection Project	3-South	2000 MB	Disc-BP	Bike/Ped	CON	267		267					267
00373	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	3-South	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,271		1,271					1,271
00374	Fremont	Fremont Boulevard/Grimmer Boulevard Improvement Project	3-South	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,415		1,415					1,415
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	750	750						750
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	Final Design (PS&E)	250		250					250
00307	Fremont/ Union City	Decoto Boulevard Complete Streets w/Transit Priority Project	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	3,500	3,500						3,500
00312	Fremont/ Union City	Dumbarton to Quarry Lakes Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,000	2,000						2,000
00092	Hayward	Hayward - Industrial Boulevard Preservation	2-Central	OBAG	STP	LSR	CON	1,265	1,265						1,265
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	2014 MBB	TEP-26	LSR	CON	21,500	21,500						21,500
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	175	175						175
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	1,500	1,500						1,500
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2-Central	2014 MBB	TEP-26	HWY	Planning / Scoping	440	440						440
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	Final Design (PS&E)	88	88						88
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	CON	1,662	1,662						1,662
00351	Hayward	Patrick Avenue Traffic Calming Improvement Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00363	Hayward	Cesar Chavez Middle School – Safe Routes to School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	162		162					162
00283	LARPD/TVC	Valley Trails Connection Project	4-East	CMA-TIP	Other	Bike/Ped	CON	110	110						110
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	STA	Transit	O&M	388	388						388
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	JARC	Transit	O&M	129	129						129
00160	LAVTA	Pilot Transit Program for Last Mile Connections	4-East	2000 MB	Disc-Transit	Transit	O&M	51	51						51
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	4-East	TFCA	Prog Mgr	Transit	O&M	275	275						275
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Transit	O&M	318	318						318
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	152	152						152
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	CON	1,262	1,262						1,262

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00245	LAVTA	Wheels Forward/2020 Plan	4-East	2000 MB	Disc-Transit	Transit	Planning / Scoping	220	220						220
00298	LAVTA	Para-Taxi Debit Card	4-East	2000 MB	Disc-PT	Paratransit	O&M	87	39	16	16	16			71
00299	LAVTA	Para-Taxi Operations	4-East	2000 MB	Disc-PT	Paratransit	O&M	140	49	28	30	33			107
00321	LAVTA	LAVTA Rte 30 BRT Operations, FYs 19/20 and 20/21	4-East	TFCA	Prog Mgr	Transit	O&M	477	477						477
00334	LAVTA	Route 30R Weekday Operations	4-East	TFCA	Prog Mgr	Bike/Ped	CON	490	490						490
00340	LAVTA	Rapid Bus Stop Improvement Project	4-East	RM2	Other	Transit	Various	2,300		2,300					2,300
00378	LAVTA	Passenger Facilities Enhancements	4-East	STP/CMAQ	STP/CMAQ	Transit	CON	2,000		2,000					2,000
00389	LAVTA	Atlantis O&M Facility Bridging Documents	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	541		541					541
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	O&M	22	22						22
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	O&M	275	275						275
00296	LIFE ElderCare	Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults	3-South	2000 MB	Disc-PT	Paratransit	O&M	1,023	339	200	234	250			773
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	20	20						20
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	30	30						30
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	160	160						160
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	193	193						193
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	CON	1,407	1,407						1,407
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	4-East	STP/CMAQ	LSR	LSR	CON	1,382	1,382						1,382
00247	Livermore	Vasco Road/I-580 Interchange Improvements	4-East	2014 MBB	TEP-34	HWY	PE/Env	1,380	1,380						1,380
00352	Livermore	Downtown Livermore Bicycle Parking Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	17		17					17
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	84		84					84
00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	81		81					81
00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	242			242				242
00102	MTC	Regional Planning Activities and PPM - Alameda	Multiple	OBAG	STP	Multiple	PE/Env	1,034	1,034						1,034
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	CON	600		600					600
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75	75						75
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	PE/Env	325	325						325
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	350	350						350
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	CON	4,000	4,000						4,000

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	500	500						500
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	800	800						800
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	300	300						300
00327	MTC / Alameda CTC	I-80 Powell Interchange	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	250	250						250
00328	MTC / Alameda CTC	Bay Bridge Bicycle/Pedestrain LINK	1-North	2000 MB	Disc-BP	Transit	Final Design (PS&E)	3,000	3,000						3,000
00099	Newark	Enterprise Drive Complete Streets and Road Diet	3-South	OBAG	STP	Bike/Ped	CON	454	454						454
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	Final Design (PS&E)	2,765	2,765						2,765
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	CON	11,134	11,134						11,134
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	ROW	2,155	2,155						2,155
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	3-South	STP/CMAQ	LSR	LSR	CON	592	592						592
00353	Newark	Jarvis Avenue Class II Buffered Bike Lanes	3-South	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00366	Newark	Newark Safe Routes to School Improvements	3-South	2000 MB	Disc-BP	Bike/Ped	CON	43		43					43
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	2000 MB	Disc-BP	Bike/Ped	CON	323		323					323
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	TFCA	Prog Mgr	Bike/Ped	CON	130		130					130
00028	Oakland	Taxi-Up & Go Project	1-North	2000 MB	Disc-PT	Paratransit	O&M	350	350						350
00064	Oakland	Oakland Broadway Corridor Transit	1-North	2014 MBB	TEP-24	Transit	Planning / Scoping	50	50						50
00093	Oakland	Lake Merritt BART Bikeways	1-North	OBAG	STP	Bike/Ped	CON	571	571						571
00094	Oakland	Oakland Complete Streets	1-North	OBAG	STP	LSR	CON	3,384	3,384						3,384
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	STP	Bike/Ped	CON	4,446	4,446						4,446
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	CMAQ	Bike/Ped	CON	2,554	2,554						2,554
00100	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	1-North	OBAG	CMAQ	Bike/Ped	CON	5,452	5,452						5,452
00103	Oakland	7th Street West Oakland Transit Village, Phase II	1-North	OBAG	CMAQ	Bike/Ped	CON	3,288	3,288						3,288
00121	Oakland	Oakland Army Base Roadway Infrastructure Improvements	1-North	2014 MBB	TEP-26	Freight	CON	41,000	41,000						41,000
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	1-North	2014 MBB	TEP-26	Freight	CON	5,000	5,000						5,000
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,300	1,300						1,300
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	CON	5,300	5,300						5,300
00137	Oakland	I-880/42nd-High Street Access Improvements	1-North	2014 MBB	TEP-40	HWY	CON	10,000	10,000						10,000

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00167	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	1-North	TFCA	Prog Mgr	Transit	O&M	210	210						210
00168	Oakland	CityRacks, Phase 12	1-North	TFCA	Prog Mgr	Bike/Ped	Various	124	124						124
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	1-North	TFCA	Prog Mgr	Transit	O&M	367	367						367
00180	Oakland	Broadway Shuttle Operations	1-North	2014 MBB	TEP-45	Transit	O&M	1,650	1,320	330					1,650
00180	Oakland	Broadway Shuttle Operations	1-North	TFCA	Prog Mgr	Transit	O&M	790	790						790
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	PE/Env	225	225						225
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	Final Design (PS&E)	1,725	1,725						1,725
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	250	250						250
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,250	1,250						1,250
00251	Oakland	E 12th Street Bikeway	1-North	TFCA	Prog Mgr	Bike/Ped	CON	140	140						140
00252	Oakland	East Oakland Community Streets Plan	1-North	2014 MBB	TEP-45	LSR	Planning / Scoping	100	100						100
00253	Oakland	Fruitvale Ave Gap Closure	1-North	2014 MBB	TEP-44	Bike/Ped	CON	1,634	1,634						1,634
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	80	80						80
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	320	320						320
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,392	4,392						4,392
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	2,500	2,500						2,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	Final Design (PS&E)	1,500	1,500						1,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	CON	9,500	9,500						9,500
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	PE/Env	734	734						734
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	CON	4,161	4,161						4,161
00259	Oakland	OakMob Transportation Demand Management (TDM)	1-North	2014 MBB	TEP-45	Transit	O&M	215	215						215
00323	Oakland	Broadway Transit Lanes	1-North	2014 MBB	TEP-24	Transit	CON	4,000	4,000						4,000
00331	Oakland	E. 12th St Bike Lanes	1-North	TFCA	Prog Mgr	Bike/Ped	CON	215	215						215
00354	Oakland	Citywide Bicycle/Pedestrian Rapid Response Enhancements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	60		60					60
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	CON	125		125					125
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	CMA-TIP	CMA-TIP	Bike/Ped	CON	200		200					200
00375	Oakland	14th Street Complete Streets Project	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,000		1,000					1,000

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00376	Oakland	East Bay Greenway Segment II	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,000		1,000					1,000
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200		200					200
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	98		98					98
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	207		207					207
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	ROW	21		21					21
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	CON	1,398			1,398				1,398
00101	Piedmont	Piedmont Complete Streets (CS)	1-North	OBAG	STP	Bike/Ped	CON	129	129						129
00260	Piedmont	Oakland Avenue Improvements	1-North	STP/CMAQ	LSR	LSR	CON	168	168						168
00285	Piedmont	Piedmont LSR Exchange Projects	1-North	CMA-TIP	Other	LSR	CON	(208)	(208)						(208)
00286	Piedmont	Oakland Avenue Pedestrian Bridge Railing Project	1-North	CMA-TIP	Other	LSR	CON	208	208						208
00370	Piedmont	Oakland Avenue Pedestrian Enhancement Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	19		19					19
00332	Piedmont/ EBCE	EV Charging in Piedmont	1-North	TFCA	Prog Mgr	Bike/Ped	CON	120	120						120
00029	Pleasanton	Downtown Route Shuttle (DTR)	4-East	2000 MB	Disc-PT	Paratransit	O&M	148	148						148
00104	Pleasanton	Pleasanton Complete Streets	4-East	OBAG	STP	Bike/Ped	CON	832	832						832
00169	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	4-East	TFCA	Prog Mgr	Transit	O&M	53	53						53
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Bike/Ped	O&M	130	130						130
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	4-East	STP/CMAQ	LSR	LSR	CON	1,095	1,095						1,095
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	4-East	2014 MBB	TEP-26	HWY	CON	5,200	5,200						5,200
00316	Pleasanton	Citywide Trip Reduction Program	4-East	TFCA	Prog Mgr	Transit	O&M	80	80						80
00355	Pleasanton	Division Street/St. Mary's Street Cycle Track and Buffered Bike Lanes Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	62	62						62
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	2000 MB	Disc-BP	Bike/Ped	CON	717			717				717
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	150			150				150
00144	Port of Oakland	Scoping: Airport Drive Overlay	1-North	2014 MBB	TEP-26	Multiple	Planning / Scoping	42	42						42
00145	Port of Oakland	Scoping: Port Terminal Seismic Monitoring Program	1-North	2014 MBB	TEP-26	Freight	Planning / Scoping	7	7						7
00146	Port of Oakland	Scoping: Port Area ITS Deployment	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00147	Port of Oakland	Scoping: Middle Harbor Road Improvements	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00148	Port of Oakland	Scoping: Port Terminal Lighting Upgrade	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00149	Port of Oakland	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50						50
00150	Port of Oakland	Scoping: Airport Perimeter Dike	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	30	30						30

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00151	Port of Oakland	Scoping: 7th Street Grade Separation East	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	2014 MBB	TEP-26	LSR	CON	30,000	30,000						30,000
00096	San Leandro	San Leandro Boulevard Preservation	1-North	OBAG	STP	LSR	CON	804	804						804
00170	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	2-Central	TFCA	Prog Mgr	Transit	O&M	50	50						50
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	130	130						130
00190	San Leandro	LINKS Shuttle Operations	2-Central	2014 MBB	TEP-45	Transit	O&M	1,020	820	200					1,020
00190	San Leandro	LINKS Shuttle Operations (FY20/21 & 21/22)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128
00190	San Leandro	LINKS Shuttle Operations	2-Central	2010 VRF	Disc-Transit	Transit	O&M	743			149	154	217	223	149
00190	San Leandro	LINKS Shuttle Operations (FY22/23 & FY 23/24)	2-Central	TFCA	Prog Mgr	Transit	O&M	114			57	57			57
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	2014 MBB	TEP-26	LSR	CON	1,821		1,821					1,821
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	PE/Env	73	73						73
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	CON	975	975						975
00356	San Leandro	Lewelling Blvd Pedestrian Safety Rapid Flashing Beacons Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	2000 MB	Disc-TCD	Bike/Ped	CON	1,387		1,387					1,387
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	92		92					92
00405	San Leandro	MacArthur Boulevard Park & Ride	2-Central	2010 VRF	Transit	Transit	CON	543				543			
00405	San Leandro	MacArthur Boulevard Park & Ride	2-Central	TFCA	Prog Mgr	Transit	CON	80				80			
00030	SHS	Rides for Seniors	2-Central	2000 MB	Disc-PT	Paratransit	O&M	235	235						235
00051	SJRRC	ACE Capital	4-East	2000 MB	01	Transit	Various	13,184	13,184						13,184
00382	SJRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	235		235					235
00382	SJRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	CON	1,765			1,765				1,765
00031	SSPTV	Volunteer Assisted Senior Transportation Program	4-East	2000 MB	Disc-PT	Paratransit	O&M	325	325						325
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	O&M	210	210						210
00297	SSPTV	Volunteers Assisting Seniors with Transportation (VAST)	4-East	2000 MB	Disc-PT	Paratransit	O&M	701	215	179	189	118			583
00010	Union City	Operations Support for Route 2	3-South	Lifeline	STA	Transit	O&M	220	220						220
00062	Union City	Union City Intermodal Station	3-South	2014 MBB	TEP-22	Transit	Planning / Scoping	51	51						51
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	PE/Env	5	5						5
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	780	780						780
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	CON	5,779	5,779						5,779

Alameda CTC Comprehensive Investment Plan
Current Programming
Current Approved Programming and Allocations (2022 CIP - 7/22/21)

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	CMA-TIP	Other	Bike/Ped	CON	1,100	1,100						1,100
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	TFCA	Prog Mgr	Bike/Ped	CON	136	136						136
00266	Union City	Dyer Road Pavement Rehabilitation	3-South	STP/CMAQ	LSR	LSR	CON	872	872						872
00267	Union City	Bicycle and Pedestrian Master Plan Update	3-South	2000 MB	Disc-BP	Bike/Ped	Planning / Scoping	150	150						150
00317	Union City	Union City IDEA Grant Traffic Signal Control Improvement	4-East	TFCA	Prog Mgr	Transit	CON	221	221						221
00333	Union City	East-West Connector / Quarry Lakes Parkway	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	6,700	2,500	4,200					6,700
00371	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	10		10					10
00372	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	CON	71		71					71
00390	Union City	Union City Electric Bus Infrastructure	3-South	TFCA	Prog Mgr	Transit	CON	1,500		1,500					1,500
00294	USOAC	Senior Public Transportation Training and Education Program	1-North	2000 MB	Disc-PT	Paratransit	O&M	419	96	103	108	112			307
00281	Various	State Transportation Improvement Program	Multiple	STIP	RIP	HWY	Various	48,813	48,813						48,813
00282	Various	Lifeline Cycle 5 Program	Multiple	Lifeline	Various	Transit	Various	4,789	4,789						4,789
							Totals	**1,361,238**	**1,220,063**	**89,201**	**17,838**	**32,502**	**717**	**723**	**1,327,102**

Total 2-year Allocations	**$ 107,039**
Total 5-year Programming	**$ 140,981**

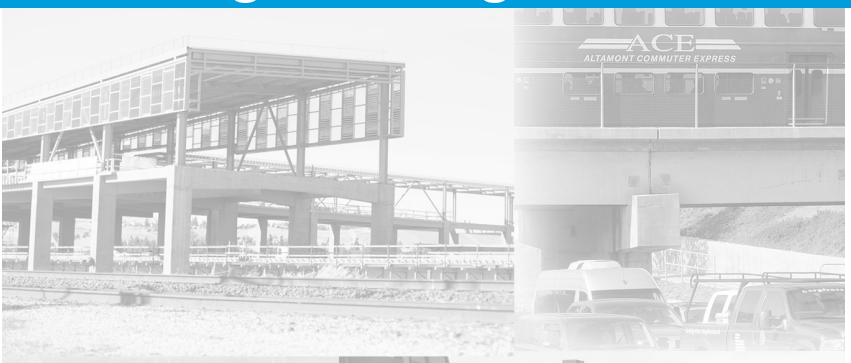


ALAMEDA
County Transportation Commission

2022 Comprehensive Investment Plan Update

Appendix B

Technical Detail: Changes to Current Programming and Allocations







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Alameda CTC Comprehensive Investment Plan
Changes to Current Programming
Programming And Allocation Adjustments to previously approved 2022 CIP

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)	Change Notes
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	PE/Env	1,182	1,182						1,182	Previously approved administrative phase allocation shift.
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	Final Design (PS&E)	600	600						600	Previously approved administrative phase allocation shift.
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	Final Design (PS&E)	841		841					841	Previously approved administrative phase allocation shift.
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	ROW	(2,047)	(2,047)						(2,047)	Previously approved administrative phase allocation shift.
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	ROW	5,300	1,800	3,500					5,300	Previously approved allocation on 1/27/22.
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	ROW	15	15						15	Previously approved administrative phase allocation shift.
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	CON	(15)	(15)						(15)	Previously approved administrative phase allocation shift.
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	CON	(1,458)	(1,800)	342					(1,800)	Previously approved allocation ($1.183M) on 1/27/22, of which $841k was phase allocation shifted to design.
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	CON	265	265						265	Previously approved administrative phase allocation shift.
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Planning / Scoping	(88)	(88)						(88)	Previously approved administrative phase allocation shift.
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	PE/Env	1,838	1,838						1,838	Previously approved administrative phase allocation shift.
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Final Design (PS&E)	3,650	(1,750)		5,400				250	Previously approved administrative phase allocation shift. New programming and allocation in FY 22/23.
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	PE/Env	(2,269)	(2,269)						(2,269)	Previously approved administrative phase allocation shift.
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	Final Design (PS&E)	(7,176)	(7,176)						(7,176)	Previously approved administrative phase allocation shift.
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	ROW	315	315						315	Previously approved administrative phase allocation shift.
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	CON	9,130	9,130						9,130	Previously approved administrative phase allocation shift.
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	ROW	546	546						546	Previously approved administrative phase allocation shift.
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	CON	(546)	(5,346)						(5,346)	Previously approved administrative phase allocation shift.
00072	Alameda CTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	4-East	2014 MBB	TEP-32	HWY	CON	(10,000)	(10,000)							Reprogrammed MBB from CIPID075 SR-84 Expressway Widening to CIPID00412 SR84 Landscaping..
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	ROW	1,230	1,230						1,230	Previously approved administrative phase allocation shift.
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	Final Design (PS&E)	(2,208)	(2,208)						(2,208)	Previously approved administrative phase allocation shift.
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	CON	(13,233)	(13,233)						(13,233)	Previously approved administrative phase allocation shift.
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	Planning / Scoping	(825)	(825)						(825)	Previously approved administrative phase allocation shift.
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	PE/Env	(4,475)	(4,475)						(4,475)	Previously approved administrative phase allocation shift.
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	Final Design (PS&E)	5,300	5,300						5,300	Previously approved administrative phase allocation shift.
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	PE/Env	871	(1,479)	1,350	1,000				871	Previously approved administrative phase allocation shift, previously approved allocation on 12/2/21, and new programming of $1.0M.
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	400		10,650	1,750	(12,000)			12,400	Previously approved allocation on 12/2/21, and new programming of $1.750M
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	ROW	1,479	1,479						1,479	Previously approved administrative phase allocation shift.
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2014 MBB	TEP-35	HWY	CON	(10,000)	(10,000)						(10,000)	Previously approved administrative phase allocation shift.
00120	Alameda CTC	Alameda County Rail Strategy Study	Multiple	2014 MBB	TEP-27	Freight	Planning / Scoping	(80)	(80)						(80)	Previously approved administrative phase allocation shift.
00120	Alameda CTC	Alameda County Rail Strategy Study (Rail Safety Enhancement Program)	Multiple	2014 MBB	TEP-27	Freight	PE/Env	80	80						80	Previously approved administrative phase allocation shift.
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	(4,214)	(4,214)						(4,214)	Previously approved $700k allocation on 1/27/22 and phase alllocation shift. Includes correction to remove $50k.
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	PE/Env	3,494	1,958	886	650				3,494	Previously approved $1.4M allocation on 1/27/22, and phase allocation shifts. New programming In 22/23.
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	7,020	2,206	2,614	2,200				7,020	Previously approved $1.4M allocation on 1/27/22.and phase allocation shifts. New programming In 22/23.

Alameda CTC Comprehensive Investment Plan
Changes to Current Programming
Programming And Allocation Adjustments to previously approved 2022 CIP

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)	Change Notes
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	ROW	895	895						895	Previously approved administrative phase allocation shift.
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	CON	(895)	(895)						(895)	Previously approved administrative phase allocation shift.
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Planning / Scoping	(761)	(761)						(761)	Previously approved administrative phase allocation shift.
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	PE/Env	761	761						761	Previously approved administrative phase allocation shift.
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	Planning / Scoping	2,000	2,000						2,000	Previously approved administrative phase allocation shift.
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	PE/Env	(2,000)	(2,000)						(2,000)	Previously approved administrative phase allocation shift.
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Planning / Scoping	4	4						4	Previously approved administrative phase allocation shift.
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	(22,672)	(22,672)						(22,672)	Previously approved administrative phase allocation shift.
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	7,081	7,081						7,081	Previously approved administrative phase allocation shift. Programming adjustment to fund source $10M (TEP-27 to 23)
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	ROW	28,646	28,646						28,646	Previously approved administrative phase allocation shift.
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	CON	(559)	(23,059)	22,500					(559)	Previously approved administrative phase allocation shift. New programming and allocation of $22.5M.
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-23	Freight	CON	25,500	10,000	15,500					25,500	Programming adjustment to fund source $10M (TEP-27 to 23). New programming and allocation of $15.5M.
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-41	Freight	CON	2,000	2,000						2,000	New programming $2M from CIP00209, and fund source change from TEP-27 to 41.
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	500			500				500	New programming and allocations.
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	81		81					81	New programming and allocations.
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	CON	(254)				(254)			(254)	Deprogrammed balance from SR2S mini-grant program.
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	620		620					620	New programming and allocations.
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	2014 MBB	TEP-27	Freight	O&M	(2,000)				(2,000)				Reprogramming $2M to CIP00155 - GoPort Projects.
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	CON	20,000	20,000						20,000	Previously approved administrative phase allocation shift.
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	PE/Env	(997)	(997)						(997)	Previously approved administrative phase allocation shift.
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Final Design (PS&E)	(1,500)	(1,500)						(1,500)	Previously approved administrative phase allocation shift.
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	ROW	6,708	6,708						6,708	Previously approved administrative phase allocation shift.
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	STIP	RIP	HWY	CON									Technical correction to fund source: Changed from MBB to STIP as originally approved.
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	(3)	(3)						(3)	Previously approved administrative phase allocation shift.
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	3	3						3	Previously approved administrative phase allocation shift.
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	Final Design (PS&E)	21	21						21	Previously approved administrative phase allocation shift.
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	CON	(21)	(21)						(21)	Previously approved administrative phase allocation shift.
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	Final Design (PS&E)	2,000			2,000				2,000	New programming and allocation.
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Planning / Scoping	(4,196)	(4,196)						(4,196)	Previously approved administrative phase allocation shift.
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	PE/Env	900			900				900	New programming and allocation.
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Final Design (PS&E)	4,196	4,196						4,196	Previously approved administrative phase allocation shift.
00412	Alameda CTC	Route 84 Expressway - South Segment	4-East	2000 MB	24	HWY	Various	(6,000)	(6,000)						(6,000)	Reprogramming MB from SR 84 - South segment (CIPID00412) to SR84/I-680 Landscaping Project (CIP00413)
00412	Alameda CTC	Route 84 Expressway - South Segment	4-East	2014 MBB	TEP-32	HWY	ROW	10,000			10,000				10,000	Reprogrammed MBB from CIPID075 SR-84 Expressway Widening to CIPID00412 SR84 Landscaping..
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2000 MB	24	HWY	Final Design (PS&E)	400		400					400	Reprogramming MB from SR 84 - South segment (CIPID00412) to SR84/I-680 Landscaping Project (CIP00413)

Alameda CTC Comprehensive Investment Plan
Changes to Current Programming
Programming And Allocation Adjustments to previously approved 2022 CIP

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)	Change Notes
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2000 MB	24	HWY	CON	5,600			5,600				5,600	Reprogramming MB from SR 84 - South segment (CIPID00412) to SR84/I-680 Landscaping Project (CIP00413)
00184	Berkeley	Berkeley Citywide Bike Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON	(180)	(180)						(180)	Previously approved deallocation on 10/22/20.
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	1-North	STP/CMAQ	LSR	LSR	CON	(225)	(225)						(225)	Deallocation of OBAG funds, like amount programmed to CIP00411 Transportation Investments in MBB funds.
00411	Emeryville	Emeryville Transportation Investments	Multiple	2014 MBB	TEP-45	Transit	Planning / Scoping	225		225					225	New programming and allocation as part of OBAG fund transfer from CIPID00231.
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	PE/Env	2,000			2,000				2,000	New programming and allocation.
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	2014 MBB	TEP-26	LSR	CON	1,662		1,662					1,662	New programming and allocation as part of OBAG fund transfer from CIPID00423.
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	CON	(1,662)	(1,662)						(1,662)	Deallocation of OBAG funds, like amount programmed to CIP00126 Misson Blvd Project in MBB funds.
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	CON	(4,000)	(4,000)						(4,000)	Funding Shift to CIP00327 ($2.5M), and CIPID00326 ($1.5M)
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	CON	1,500	1,500						1,500	Repogramming funds from CIP00324.
00327	MTC / Alameda CTC	I-80 Powell Interchange	1-North	2010 VRF	Disc-Transit	Transit	CON	2,500	2,500						2,500	Repogramming funds from CIP00324.
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	Final Design (PS&E)	488	488						488	Phase allocation shift requested by Project Sponsor.
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	ROW	(488)	(488)						(488)	Phase allocation shift requested by Project Sponsor.
00251	Oakland	E 12th Street Bikeway	1-North	TFCA	Prog Mgr	Bike/Ped	CON	(140)	(140)						(140)	Previously Appproved deallocation on 10/22/20.
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	2014 MBB	TEP-26	LSR	CON			(1,821)				1,821	(1,821)	Reprogramming per the sponsor request.
							Totals	**62,660**	**(21,057)**	**59,350**	**32,000**	**(14,254)**		**1,821**	**76,297**	

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ALAMEDA
County Transportation Commission

2022 Comprehensive Investment Plan Update

Appendix C

Technical Detail: 2022 CIP Update Five-Year Programming with Two-Year Allocation Plan



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Alameda CTC Comprehensive Investment Plan
2022 CIP Update Five-Year Programming and Two-Year Allocation Plan
2022 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	3,583	3,583						3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	JARC	Transit	O&M	1,417	1,417						1,417
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	2-Central	Lifeline	STA	Transit	CON	450	450						450
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	1,741	1,741						1,741
00009	AC Transit	City of Oakland Broadway Shuttle	1-North	Lifeline	JARC	Transit	O&M	405	405						405
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	TFCA	Prog Mgr	Transit	CON	925	925						925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	2000 MB	07A	Transit	Various	11,510	11,510						11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	2014 MBB	TEP-13	Transit	CON	10,000	10,000						10,000
00056	AC Transit	Grand/MacArthur BRT	1-North	2014 MBB	TEP-15	Transit	Planning / Scoping	97	97						97
00057	AC Transit	College/Broadway Corridor Transit Priority	1-North	2014 MBB	TEP-16	Transit	Planning / Scoping	100	100						100
00171	AC Transit	Line 97 Corridor Improvements (Signal timing component)	2-Central	TFCA	Prog Mgr	Transit	Various	228	228						228
00193	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	1-North	2010 VRF	Disc-Transit	Transit	Various	300	300						300
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	447	447						447
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	PE/Env	536	536						536
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2010 VRF	Disc-Transit	Transit	CON	4,018	4,018						4,018
00379	AC Transit	Quick Builds	1-North	STP/CMAQ	STP/CMAQ	Transit	CON	954		954					954
00380	AC Transit	Tempo Quick Build Transit Lane Delineation	1-North	STP/CMAQ	STP/CMAQ	Transit	CON	300		300					300
00381	AC Transit	Oakland Traffic Management Center	1-North	2000 MB	Disc-Transit	Transit	CON	375		375					375
00087	Alameda	Alameda City Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	505	505						505
00314	Alameda	Otis Drive Traffic Calming and Safety Improvement Project	1-North	TFCA	Prog Mgr	Transit	CON	175	175						175
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Planning / Scoping	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	PE/Env	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Final Design (PS&E)	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	CON	7,650				7,650			
00196	Alameda	Central Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	3,487	3,487						3,487
00197	Alameda	City Wide Street Resurfacing - Pavement Management	1-North	STP/CMAQ	LSR	LSR	CON	827	827						827
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	124	124						124
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	443	443						443

Alameda CTC Comprehensive Investment Plan
2022 CIP Update Five-Year Programming and Two-Year Allocation Plan
2022 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,451	4,451						4,451
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	PE/Env	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	434	434						434
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	ROW	1,097	1,097						1,097
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	CON	6,376		6,376					6,376
00200	Alameda	Seaplane Lagoon Ferry Terminal	1-North	2014 MBB	TEP-45	Transit	CON	8,200	8,200						8,200
00345	Alameda	Alameda Commercial and Slow Streets Program	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00358	Alameda	Implement 8 School Safety Assessments in Alameda	1-North	2000 MB	Disc-BP	Bike/Ped	CON	84		84					84
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	2000 MB	Disc-BP	Bike/Ped	CON	192		192					192
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100		100					100
00335	Alameda	West End Bike Ped Bridge Project	1-North	2014 MBB	TEP-37	Bike/Ped	Planning / Scoping	1,555	1,555						1,555
00088	Alameda County	Alameda Co-Various Streets and Roads Preservation	4-East	OBAG	STP	LSR	CON	1,565	1,565						1,565
00127	Alameda County	Hesperian Blvd Corridor Improvement (A St - I880)	2-Central	2014 MBB	TEP-26	LSR	CON	7,000	7,000						7,000
00162	Alameda County	East Castro Valley Boulevard Class II Bike Lanes	4-East	TFCA	Prog Mgr	Bike/Ped	Various	62	62						62
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2-Central	2000 MB	Disc-TCD	Transit	Planning / Scoping	88	88						88
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	2014 MBB	TEP-26	LSR	CON	7,600	7,600						7,600
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	245	245						245
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	9,300		9,300					9,300
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	STP/CMAQ	LSR	LSR	CON	2,171	2,171						2,171
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	STP/CMAQ	LSR	LSR	CON	1,779	1,779						1,779
00319	Alameda County	Hesperian Blvd Class 2 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00329	Alameda County	East Lewelling Blvd Class 4 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00344	Alameda County	Unincorporated Alameda County Bicycle Route Signage	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	40	40						40
00357	Alameda County	Sidewalk & Intersection Improvements to access Royal Sunset High School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	136		136					136
00377	Alameda County	Anita Avenue Streetscape Improvements	2-Central	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	2,000		2,000					2,000
00396	Alameda County	East Lewelling Blvd Streetscape Improvements Phase II	2-Central	2010 VRF	Disc-BP	Bike/Ped	CON	1,950			1,950				1,950
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	1,852		1,852					1,852

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									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	98		98					98
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	2010 VRF	Disc-Transit	Transit	CON	7,000	7,000						7,000
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	8	8						8
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	2000 MB	Disc-PT	Paratransit	O&M	109	109						109
00053	Alameda CTC	Affordable Student Transit Pass Programs	Multiple	2014 MBB	TEP-08	Transit	O&M	15,000	15,000						15,000
00054	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	Multiple	2014 MBB	TEP-12	Paratransit	Planning / Scoping	1	1						1
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	PE/Env	4,182	4,182						4,182
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	Final Design (PS&E)	7,200	7,200						7,200
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	Final Design (PS&E)	841		841					841
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	ROW	353	353						353
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	ROW	5,300	1,800	3,500					5,300
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	ROW	15	15						15
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	CON	2,385	2,385						2,385
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	CON	10,231	9,889	342					10,231
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	CON	265	265						265
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Planning / Scoping	12	12						12
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	PE/Env	5,838	5,838						5,838
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Final Design (PS&E)	12,150	3,750	3,000	5,400				12,150
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	STIP	RIP	HWY	CON	50		50					50
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	PE/Env	1,731	1,731						1,731
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	Final Design (PS&E)	9,324	9,324						9,324
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	ROW	20,315	20,315						20,315
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	CON	90,630	90,630						90,630
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	ROW	546	546						546
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	CON	854	854	(4,800)					(3,946)
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	SB-1	LPP	HWY	CON	8,600	3,800	4,800					8,600
00072	Alameda CTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	4-East	2014 MBB	TEP-32	HWY	CON								
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	Planning / Scoping	1,230	1,230						1,230

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									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	Final Design (PS&E)	2,792	2,792						2,792
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	CON	1,767	1,767						1,767
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	Planning / Scoping	100	100						100
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	PE/Env	275	275						275
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	Final Design (PS&E)	10,425	10,425						10,425
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-39	HWY	Final Design (PS&E)	5,125	5,125						5,125
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	STIP	RIP	HWY	CON	50		50					50
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	3-South	2014 MBB	TEP-39	HWY	Planning / Scoping	825	825						825
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	3-South	2014 MBB	TEP-39	HWY	PE/Env	4,750	4,750						4,750
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	PE/Env	4,371	2,021	1,350	1,000				4,371
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	12,400		10,650	1,750				12,400
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	ROW	1,479	1,479						1,479
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	1986 MB	MB226	LSR	CON	19,350	19,350						19,350
00117	Alameda CTC	I-680 Sunol SB Express Lane	3-South	2000 MB	08A	HWY	O&M	4,500	4,500						4,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	3-South	2000 MB	08A	HWY	CON	20,000	20,000						20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2000 MB	08B	HWY	Final Design (PS&E)	4,500	4,500						4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2014 MBB	TEP-35	HWY	CON								
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2000 MB	08B	HWY	CON	100,000	100,000						100,000
00120	Alameda CTC	Alameda County Rail Strategy Study	Multiple	2014 MBB	TEP-27	Freight	Planning / Scoping	170	170						170
00120	Alameda CTC	Alameda County Rail Strategy Study (Rail Safety Enhancement Program)	Multiple	2014 MBB	TEP-27	Freight	PE/Env	80	80						80
00131	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	4-East	2014 MBB	TEP-26	HWY	Planning / Scoping	17	17						17
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	5,336	5,336						5,336
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	PE/Env	3,494	1,958	886	650				3,494
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	7,020	2,206	2,614	2,200				7,020
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	ROW	895	895						895
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	CON	7,105	7,105						7,105
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Planning / Scoping	1,047	1,047						1,047
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	PE/Env	4,261	4,261						4,261

Alameda CTC Comprehensive Investment Plan

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									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	STIP	RIP	HWY	CON	50		50					50
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	Planning / Scoping	3,500	3,500						3,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	PE/Env	5,500	5,500						5,500
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Planning / Scoping	4	4						4
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	12,348	12,348						12,348
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	29,881	25,081	4,800					29,881
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	ROW	51,646	51,646						51,646
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	CON	36,441	13,941	22,500					36,441
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-23	Freight	CON	25,500	10,000	15,500					25,500
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-41	Freight	CON	2,000	2,000						2,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	SB-1	LPP	Freight	CON	3,800		3,800					3,800
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	4,700	4,200		500				4,700
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	Multiple	2014 MBB	TEP-41	Freight	Various	300	300						300
00159	Alameda CTC	Matching Program for Last Mile Connection Technology Programs	Multiple	2014 MBB	TEP-46	Transit	Various	200	200						200
00161	Alameda CTC	Overall Planning/Monitoring Services	Multiple	2014 MBB	TEP-46	Multiple	O&M	100	100						100
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Multiple	TFCA	Prog Mgr	Multiple	O&M	210	210						210
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	Multiple	TFCA	Prog Mgr	Transit	O&M	270	270						270
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	Multiple	2000 MB	Disc-TCD	Bike/Ped	Planning / Scoping	200	200						200
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	O&M	1,767	1,767						1,767
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	2014 MBB	TEP-45	Transit	O&M	1,004	644	360					1,004
00206	Alameda CTC	Comprehensive Multimodal Monitoring	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	1,250	1,250						1,250
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	1,789	1,508	281					1,789
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	CON								
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	8,992	8,372	620					8,992
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	2014 MBB	TEP-27	Freight	O&M	360				360			
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Planning / Scoping	20,000	20,000						20,000
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	PE/Env	6,503	6,503						6,503
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Final Design (PS&E)	21,000	21,000						21,000

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								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	ROW	6,708	6,708						6,708
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	STIP	RIP	HWY	CON	5,793		5,793					5,793
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	2014 MBB	TEP-46	Multiple	Planning / Scoping	1,000	1,000						1,000
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	402	402						402
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	16,598	16,598						16,598
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	Final Design (PS&E)	172	172						172
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	CON	368	368						368
00280	Alameda CTC	Toll Revenue Forecasting	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	875	500	375					875
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	PE/Env	5,800	5,800						5,800
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	Final Design (PS&E)	12,000	10,000		2,000				12,000
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	ROW	5,966	5,966						5,966
00287	Alameda CTC	Oakland Alameda Access Project	1-North	STIP	RIP	HWY	CON	50		50					50
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Planning / Scoping	1,304	1,304						1,304
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	PE/Env	900			900				900
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Final Design (PS&E)	5,696	5,696						5,696
00289	Alameda CTC	Student Transit Pass Program	Multiple	2014 MBB	TEP-07	Transit	O&M	23,500	2,800	6,700	6,700	7,300			16,200
00313	Alameda CTC	Countywide Model Update	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	800	800						800
00343	Alameda CTC	Alameda CTC STIP Administration (Planning, Programming and Monitoring)	Multiple	STIP	RIP	Multiple	Various	315		315					315
00406	Alameda CTC	CTA Planning & Programming (for Various Youth and Adult Bicycle Promotion & Education)	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning / Scoping	160		160					160
00407	Alameda CTC	Alameda County Safe Routes to Schools	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning / Scoping	1,500		1,500					1,500
00408	Alameda CTC	CTA Planning & Programming	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning / Scoping	354		354					354
00412	Alameda CTC	Route 84 Expressway - South Segment	4-East	2000 MB	24	HWY	Various	(6,000)	(6,000)						(6,000)
00412	Alameda CTC	Route 84 Expressway - South Segment	4-East	2014 MBB	TEP-32	HWY	ROW	10,000			10,000				10,000
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2000 MB	24	HWY	Final Design (PS&E)	400		400					400
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2000 MB	24	HWY	CON	5,600			5,600				5,600
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	Multiple	TFCA	Prog Mgr	Multiple	O&M	100	100						100
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	1-North	TFCA	Prog Mgr	Bike/Ped	Various	95	95						95
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	1-North	STP/CMAQ	LSR	Bike/Ped	CON	340	340						340

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									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00346	Albany	Solano and Marin Ave Sidewalk Improvements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	2000 MB	Disc-BP	Bike/Ped	CON	741			741				741
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	TFCA	Prog Mgr	Bike/Ped	CON	85			85				85
00021	ASEB	Special Transportation Services for Individuals with Dementia	1-North	2000 MB	Disc-PT	Paratransit	O&M	400	400						400
00300	ASEB	Regrowth of Transportation Services for Individuals with Dementia	1-North	2000 MB	Disc-PT	Paratransit	O&M	797	305	159	164	169			628
00339	BAAQMD / CEC	Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (NorCAL Drayage)	1-North	2014 MBB	TEP-46	Freight	CON	3,640	3,640						3,640
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	1-North	Lifeline	STA	Transit	O&M	250	250						250
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Planning / Scoping	2,760	2,760						2,760
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Final Design (PS&E)	16,450	16,450						16,450
00059	BART	Bay Fair Connector/BART Metro	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	85	85						85
00172	BART	BART West Oakland Bike Locker Plaza	1-North	TFCA	Prog Mgr	Transit	Various	55	55						55
00215	BART	BART to Livermore	4-East	TCRP	TCRP	Transit	PE/Env	1,700	1,700						1,700
00215	BART	BART to Livermore	4-East	2000 MB	26	Transit	PE/Env	1,400	1,400						1,400
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	500	500						500
00304	BART	19th Street Oakland BART Modernization	1-North	2014 MBB	TEP-19	Transit	CON	17,650	10,000	7,650					17,650
00318	BART	West Oakland BART Station Bike Locker Expansion	1-North	TFCA	Prog Mgr	Transit	CON	100	100						100
00341	BART	Vehicle Overhaul and Heavy Repairs Shop (VOHRS)	2-Central	2014 MBB	TEP-18	Transit	Final Design (PS&E)	5,000		5,000					5,000
00089	Berkeley	Shattuck Complete Streets and De-couplet	1-North	OBAG	STP	Bike/Ped	CON	2,777	2,777						2,777
00097	Berkeley	Hearst Avenue Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	2,256	2,256						2,256
00165	Berkeley	Berkeley Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	Various	137	137						137
00177	Berkeley	Hearst Ave Complete Streets	1-North	TFCA	Prog Mgr	Bike/Ped	CON	88	88						88
00184	Berkeley	Berkeley Citywide Bike Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON								
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	29	29						29
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	49	49						49
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	59	59						59
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	613	613						613
00220	Berkeley	Milvia Bikeway Project	1-North	2000 MB	Disc-BP	Bike/Ped	PE/Env	350	350						350
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	220	220						220

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									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	387	387						387
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	613	613						613
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	7,335	7,335						7,335
00330	Berkeley	Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON	117	117						117
00347	Berkeley	Berkeley Healthy Streets Program Expansion	1-North	2000 MB	Disc-BP	Bike/Ped	CON	52	52						52
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	22		22					22
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	52		52					52
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TCD	Transit	Planning / Scoping	110		110					110
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TCD	Transit	PE/Env	180		180					180
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	61		61					61
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	153		153					153
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	1,057			1,057				1,057
00410	Berkeley	Adeline Street Transportation Improvements	1-North	2010 VRF	Transit	Transit	PE/Env	495			495				495
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2000 MB	Disc-PT	Paratransit	O&M	535	535						535
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	1-North	2014 MBB	TEP-12	Paratransit	O&M	306	306						306
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2014 MBB	TEP-12	Paratransit	O&M	1,004	389	192	198	225			779
00023	CIL	Mobility Matters Project	1-North	2000 MB	Disc-PT	Paratransit	O&M	679	679						679
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	1-North	2000 MB	Disc-PT	Paratransit	O&M	500	500						500
00293	CIL	Community Connections Program (CoCo)	1-North	2000 MB	Disc-PT	Paratransit	O&M	940	376	188	188	188			752
00291	CRIL	Travel Training: Oh The Places You Will Go!	2-Central	2000 MB	Disc-PT	Paratransit	O&M	486	324	162					486
00173	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	2-Central	TFCA	Prog Mgr	Transit	Various	123	123						123
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128
00320	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations	2-Central	TFCA	Prog Mgr	Transit	O&M	215	215						215
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	O&M	220	220						220
00295	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	582	388						388
00052	Dublin	Iron Horse Transit Route - Dougherty Road	4-East	2000 MB	09	Multiple	CON	6,267	6,267						6,267
00090	Dublin	Dublin Boulevard Preservation	4-East	OBAG	STP	LSR	CON	470	470						470
00123	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	4-East	2014 MBB	TEP-26	LSR	CON	11,200	11,200						11,200

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00124	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	4-East	2014 MBB	TEP-26	LSR	CON	3,000	3,000						3,000
00166	Dublin	San Ramon Road Arterial Mgmt	4-East	TFCA	Prog Mgr	LSR	Various	146	146						146
00224	Dublin	City of Dublin Street Rehab	4-East	STP/CMAQ	LSR	LSR	CON	661	661						661
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	PE/Env	2,374	2,374						2,374
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	Final Design (PS&E)	5,374	5,374						5,374
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	166	166						166
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,128	1,128						1,128
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	CON	4,751	4,751						4,751
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	TFCA	Prog Mgr	Bike/Ped	CON	856	856						856
00315	Dublin	Tassajara Road Arterial Management Project	4-East	TFCA	Prog Mgr	Transit	CON	146	146						146
00348	Dublin	Regional Street Improvement Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00361	Dublin	Safe Routes to School - Crosswalk Improvements Project	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	94		94					94
00402	Dublin	Safe Routes to School Improvements Dublin	4-East	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	110		110					110
00402	Dublin	Safe Routes to School Improvements Dublin	4-East	2010 VRF	Disc-BP	Bike/Ped	CON	390		390					390
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2000 MB	Disc-TCD	Bike/Ped	Final Design (PS&E)	41		41					41
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2010 VRF	Disc-BP	Bike/Ped	CON	226			226				226
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	1-North	2014 MBB	TEP-42	Bike/Ped	CON	642	642						642
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	1-North	2014 MBB	TEP-42	Bike/Ped	CON	2,833	2,833						2,833
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	296	296						296
00292	Eden I&R	Mobility Management Through 211 Alameda County	2-Central	2000 MB	Disc-PT	Paratransit	O&M	747	272	153	157	165			582
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	1-North	2014 MBB	TEP-12	Paratransit	O&M	952	380	225	171	176			776
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	1-North	2000 MB	Disc-PT	Paratransit	O&M	174	174						174
00141	Emeryville	South Bayfront Bridge	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,895	1,895						1,895
00141	Emeryville	South Bayfront Bridge	1-North	TFCA	Prog Mgr	Bike/Ped	CON	105	105						105
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00230	Emeryville	Emery Go Round General Benefit Operations	1-North	2014 MBB	TEP-45	Transit	O&M	2,500	2,000	500					2,500
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	1-North	STP/CMAQ	LSR	LSR	CON								
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	1-North	2000 MB	Disc-TCD	Transit	CON	930	930						930

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00271	Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	1-North	2014 MBB	TEP-12	Paratransit	O&M	52	52						52
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets (TCEP Match)	1-North	2014 MBB	TEP-41	Freight	CON	1,800	1,800						1,800
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets	1-North	CMA-TIP	Other	Freight	CON	1,380	1,380						1,380
00301	Emeryville	Emeryville Senior Center Group Trips Bus Purchase	1-North	2000 MB	Disc-PT	Paratransit	O&M	132	132						132
00349	Emeryville	Shared Doyle Street Quick-Build Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00391	Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	1-North	2000 MB	Disc-TCD	Transit	Final Design (PS&E)	2,000		2,000					2,000
00394	Emeryville	Emery Go-Round Operating Expenses (FY2022-FY2026)	1-North	2010 VRF	Disc-Transit	Transit	O&M	2,000			500	500	500	500	500
00411	Emeryville	Emeryville Transportation Investments	Multiple	2014 MBB	TEP-45	Transit	Planning / Scoping	225		225					225
00025	Fremont	Tri-City Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	431	431						431
00026	Fremont	Tri-City Volunteer Driver Programs	3-South	2000 MB	Disc-PT	Paratransit	O&M	549	549						549
00027	Fremont	Tri-City Taxi Voucher Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	450	450						450
00091	Fremont	Fremont City Center Multi-Modal Improvements	3-South	OBAG	STP	Multiple	CON	1,288	1,288						1,288
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-45	Transit	CON	25,000	25,000						25,000
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-21	Transit	CON	5,000	5,000						5,000
00143	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	41	41						41
00152	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	3-South	2014 MBB	TEP-42	Multiple	Planning / Scoping	42	42						42
00153	Fremont	Scoping: Fremont BART Station West Side Enhancement	3-South	2014 MBB	TEP-45	Transit	Planning / Scoping	42	42						42
00154	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	3-South	2014 MBB	TEP-45	Bike/Ped	Planning / Scoping	42	42						42
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	3-South	TFCA	Prog Mgr	LSR	CON	425	425						425
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	3-South	TFCA	Prog Mgr	LSR	CON	646	646						646
00233	Fremont	City of Fremont Pavement Rehabilitation Project	3-South	STP/CMAQ	LSR	LSR	CON	2,760	2,760						2,760
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	PE/Env	386	386						386
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	799	799						799
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	CON	6,510	6,510						6,510
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	PE/Env	1,901	1,901						1,901
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,553	3,553						3,553
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	PE/Env	443	443						443
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,328	1,328						1,328

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									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	CON	7,525	7,525						7,525
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	3-South	2014 MBB	TEP-45	Bike/Ped	CON	5,000	5,000						5,000
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	298	298						298
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	731	279	149	151	152			579
00305	Fremont	I-680 Interchange Modernization & Area Impvts. (Mission Blvd, Washington, Auto Mall Pkwy, Auto Mall Pkwy / WarmSprings Intersection)	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	3,000	3,000						3,000
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	1,000	1,000						1,000
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	PE/Env	2,000			2,000				2,000
00308	Fremont	Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone	3-South	2014 MBB	TEP-21	Freight	CON	977	977						977
00309	Fremont	I-880 Bridge at Pacific Commons Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,100	2,100						2,100
00322	Fremont	Former State Route 84 Pavement Rehabilitation	3-South	2014 MBB	TEP-21	LSR	CON	2,000	2,000						2,000
00350	Fremont	Centerville Complete Streets Pilot Road Diet	3-South	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00362	Fremont	Fremont Boulevard/Country Drive Protected Intersection Project	3-South	2000 MB	Disc-BP	Bike/Ped	CON	267		267					267
00373	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	3-South	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,271		1,271					1,271
00374	Fremont	Fremont Boulevard/Grimmer Boulevard Improvement Project	3-South	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,415		1,415					1,415
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	750	750						750
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	Final Design (PS&E)	250		250					250
00307	Fremont/ Union City	Decoto Boulevard Complete Streets w/Transit Priority Project	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	3,500	3,500						3,500
00312	Fremont/ Union City	Dumbarton to Quarry Lakes Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,000	2,000						2,000
00092	Hayward	Hayward - Industrial Boulevard Preservation	2-Central	OBAG	STP	LSR	CON	1,265	1,265						1,265
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	2014 MBB	TEP-26	LSR	CON	23,162	21,500	1,662					23,162
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	175	175						175
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	1,500	1,500						1,500
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2-Central	2014 MBB	TEP-26	HWY	Planning / Scoping	440	440						440
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	Final Design (PS&E)	88	88						88
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	CON								
00351	Hayward	Patrick Avenue Traffic Calming Improvement Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00363	Hayward	Cesar Chavez Middle School – Safe Routes to School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	162		162					162
00283	LARPD/TVC	Valley Trails Connection Project	4-East	CMA-TIP	Other	Bike/Ped	CON	110	110						110

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00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	STA	Transit	O&M	388	388						388
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	JARC	Transit	O&M	129	129						129
00160	LAVTA	Pilot Transit Program for Last Mile Connections	4-East	2000 MB	Disc-Transit	Transit	O&M	51	51						51
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	4-East	TFCA	Prog Mgr	Transit	O&M	275	275						275
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Transit	O&M	318	318						318
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	152	152						152
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	CON	1,262	1,262						1,262
00245	LAVTA	Wheels Forward/2020 Plan	4-East	2000 MB	Disc-Transit	Transit	Planning / Scoping	220	220						220
00298	LAVTA	Para-Taxi Debit Card	4-East	2000 MB	Disc-PT	Paratransit	O&M	87	39	16	16	16			71
00299	LAVTA	Para-Taxi Operations	4-East	2000 MB	Disc-PT	Paratransit	O&M	140	49	28	30	33			107
00321	LAVTA	LAVTA Rte 30 BRT Operations, FYs 19/20 and 20/21	4-East	TFCA	Prog Mgr	Transit	O&M	477	477						477
00334	LAVTA	Route 30R Weekday Operations	4-East	TFCA	Prog Mgr	Bike/Ped	CON	490	490						490
00340	LAVTA	Rapid Bus Stop Improvement Project	4-East	RM2	Other	Transit	Various	2,300		2,300					2,300
00378	LAVTA	Passenger Facilities Enhancements	4-East	STP/CMAQ	STP/CMAQ	Transit	CON	2,000		2,000					2,000
00389	LAVTA	Atlantis O&M Facility Bridging Documents	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	541		541					541
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	O&M	22	22						22
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	O&M	275	275						275
00296	LIFE ElderCare	Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults	3-South	2000 MB	Disc-PT	Paratransit	O&M	1,023	339	200	234	250			773
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	20	20						20
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	30	30						30
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	160	160						160
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	193	193						193
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	CON	1,407	1,407						1,407
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	4-East	STP/CMAQ	LSR	LSR	CON	1,382	1,382						1,382
00247	Livermore	Vasco Road/I-580 Interchange Improvements	4-East	2014 MBB	TEP-34	HWY	PE/Env	1,380	1,380						1,380
00352	Livermore	Downtown Livermore Bicycle Parking Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	17		17					17
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	84		84					84

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00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	81		81					81
00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	242			242				242
00102	MTC	Regional Planning Activities and PPM - Alameda	Multiple	OBAG	STP	Multiple	PE/Env	1,034	1,034						1,034
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	CON	600		600					600
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75	75						75
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	PE/Env	325	325						325
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	350	350						350
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	CON								
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	500	500						500
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	800	800						800
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	CON	1,500	1,500						1,500
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	300	300						300
00327	MTC / Alameda CTC	I-80 Powell Interchange	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	250	250						250
00327	MTC / Alameda CTC	I-80 Powell Interchange	1-North	2010 VRF	Disc-Transit	Transit	CON	2,500	2,500						2,500
00328	MTC / Alameda CTC	Bay Bridge Bicycle/Pedestrain LINK	1-North	2000 MB	Disc-BP	Transit	Final Design (PS&E)	3,000	3,000						3,000
00099	Newark	Enterprise Drive Complete Streets and Road Diet	3-South	OBAG	STP	Bike/Ped	CON	454	454						454
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	Final Design (PS&E)	3,253	3,253						3,253
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	CON	11,134	11,134						11,134
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	ROW	1,667	1,667						1,667
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	3-South	STP/CMAQ	LSR	LSR	CON	592	592						592
00353	Newark	Jarvis Avenue Class II Buffered Bike Lanes	3-South	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00366	Newark	Newark Safe Routes to School Improvements	3-South	2000 MB	Disc-BP	Bike/Ped	CON	43		43					43
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	2000 MB	Disc-BP	Bike/Ped	CON	323		323					323
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	TFCA	Prog Mgr	Bike/Ped	CON	130		130					130
00028	Oakland	Taxi-Up & Go Project	1-North	2000 MB	Disc-PT	Paratransit	O&M	350	350						350
00064	Oakland	Oakland Broadway Corridor Transit	1-North	2014 MBB	TEP-24	Transit	Planning / Scoping	50	50						50

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00093	Oakland	Lake Merritt BART Bikeways	1-North	OBAG	STP	Bike/Ped	CON	571	571						571
00094	Oakland	Oakland Complete Streets	1-North	OBAG	STP	LSR	CON	3,384	3,384						3,384
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	STP	Bike/Ped	CON	4,446	4,446						4,446
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	CMAQ	Bike/Ped	CON	2,554	2,554						2,554
00100	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	1-North	OBAG	CMAQ	Bike/Ped	CON	5,452	5,452						5,452
00103	Oakland	7th Street West Oakland Transit Village, Phase II	1-North	OBAG	CMAQ	Bike/Ped	CON	3,288	3,288						3,288
00121	Oakland	Oakland Army Base Roadway Infrastructure Improvements	1-North	2014 MBB	TEP-26	Freight	CON	41,000	41,000						41,000
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	1-North	2014 MBB	TEP-26	Freight	CON	5,000	5,000						5,000
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,300	1,300						1,300
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	CON	5,300	5,300						5,300
00137	Oakland	I-880/42nd-High Street Access Improvements	1-North	2014 MBB	TEP-40	HWY	CON	10,000	10,000						10,000
00167	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	1-North	TFCA	Prog Mgr	Transit	O&M	210	210						210
00168	Oakland	CityRacks, Phase 12	1-North	TFCA	Prog Mgr	Bike/Ped	Various	124	124						124
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	1-North	TFCA	Prog Mgr	Transit	O&M	367	367						367
00180	Oakland	Broadway Shuttle Operations	1-North	2014 MBB	TEP-45	Transit	O&M	1,650	1,320	330					1,650
00180	Oakland	Broadway Shuttle Operations	1-North	TFCA	Prog Mgr	Transit	O&M	790	790						790
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	PE/Env	225	225						225
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	Final Design (PS&E)	1,725	1,725						1,725
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	250	250						250
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,250	1,250						1,250
00251	Oakland	E 12th Street Bikeway	1-North	TFCA	Prog Mgr	Bike/Ped	CON								
00252	Oakland	East Oakland Community Streets Plan	1-North	2014 MBB	TEP-45	LSR	Planning / Scoping	100	100						100
00253	Oakland	Fruitvale Ave Gap Closure	1-North	2014 MBB	TEP-44	Bike/Ped	CON	1,634	1,634						1,634
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	80	80						80
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	320	320						320
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,392	4,392						4,392
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	2,500	2,500						2,500

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00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	Final Design (PS&E)	1,500	1,500						1,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	CON	9,500	9,500						9,500
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	PE/Env	734	734						734
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	CON	4,161	4,161						4,161
00259	Oakland	OakMob Transportation Demand Management (TDM)	1-North	2014 MBB	TEP-45	Transit	O&M	215	215						215
00323	Oakland	Broadway Transit Lanes	1-North	2014 MBB	TEP-24	Transit	CON	4,000	4,000						4,000
00331	Oakland	E. 12th St Bike Lanes	1-North	TFCA	Prog Mgr	Bike/Ped	CON	215	215						215
00354	Oakland	Citywide Bicycle/Pedestrian Rapid Response Enhancements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	60		60					60
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	CON	125		125					125
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	CMA-TIP	CMA-TIP	Bike/Ped	CON	200		200					200
00375	Oakland	14th Street Complete Streets Project	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,000		1,000					1,000
00376	Oakland	East Bay Greenway Segment II	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,000		1,000					1,000
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200		200					200
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	98		98					98
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	207		207					207
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	ROW	21		21					21
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	CON	1,398			1,398				1,398
00101	Piedmont	Piedmont Complete Streets (CS)	1-North	OBAG	STP	Bike/Ped	CON	129	129						129
00260	Piedmont	Oakland Avenue Improvements	1-North	STP/CMAQ	LSR	LSR	CON	168	168						168
00285	Piedmont	Piedmont LSR Exchange Projects	1-North	CMA-TIP	Other	LSR	CON	(208)	(208)						(208)
00286	Piedmont	Oakland Avenue Pedestrian Bridge Railing Project	1-North	CMA-TIP	Other	LSR	CON	208	208						208
00370	Piedmont	Oakland Avenue Pedestrian Enhancement Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	19		19					19
00332	Piedmont/ EBCE	EV Charging in Piedmont	1-North	TFCA	Prog Mgr	Bike/Ped	CON	120	120						120
00029	Pleasanton	Downtown Route Shuttle (DTR)	4-East	2000 MB	Disc-PT	Paratransit	O&M	148	148						148
00104	Pleasanton	Pleasanton Complete Streets	4-East	OBAG	STP	Bike/Ped	CON	832	832						832
00169	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	4-East	TFCA	Prog Mgr	Transit	O&M	53	53						53
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Bike/Ped	O&M	130	130						130

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00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	4-East	STP/CMAQ	LSR	LSR	CON	1,095	1,095						1,095
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	4-East	2014 MBB	TEP-26	HWY	CON	5,200	5,200						5,200
00316	Pleasanton	Citywide Trip Reduction Program	4-East	TFCA	Prog Mgr	Transit	O&M	80	80						80
00355	Pleasanton	Division Street/St. Mary's Street Cycle Track and Buffered Bike Lanes Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	62	62						62
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	2000 MB	Disc-BP	Bike/Ped	CON	717			717				717
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	150			150				150
00144	Port of Oakland	Scoping: Airport Drive Overlay	1-North	2014 MBB	TEP-26	Multiple	Planning / Scoping	42	42						42
00145	Port of Oakland	Scoping: Port Terminal Seismic Monitoring Program	1-North	2014 MBB	TEP-26	Freight	Planning / Scoping	7	7						7
00146	Port of Oakland	Scoping: Port Area ITS Deployment	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00147	Port of Oakland	Scoping: Middle Harbor Road Improvements	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00148	Port of Oakland	Scoping: Port Terminal Lighting Upgrade	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00149	Port of Oakland	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50						50
00150	Port of Oakland	Scoping: Airport Perimeter Dike	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	30	30						30
00151	Port of Oakland	Scoping: 7th Street Grade Separation East	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	2014 MBB	TEP-26	LSR	CON	30,000	30,000						30,000
00096	San Leandro	San Leandro Boulevard Preservation	1-North	OBAG	STP	LSR	CON	804	804						804
00170	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	2-Central	TFCA	Prog Mgr	Transit	O&M	50	50						50
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	130	130						130
00190	San Leandro	LINKS Shuttle Operations	2-Central	2014 MBB	TEP-45	Transit	O&M	1,020	820	200					1,020
00190	San Leandro	LINKS Shuttle Operations (FY20/21 & 21/22)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128
00190	San Leandro	LINKS Shuttle Operations	2-Central	2010 VRF	Disc-Transit	Transit	O&M	743			149	154	217	223	149
00190	San Leandro	LINKS Shuttle Operations (FY22/23 & FY 23/24)	2-Central	TFCA	Prog Mgr	Transit	O&M	114			57	57			57
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	2014 MBB	TEP-26	LSR	CON	1,821						1,821	
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	PE/Env	73	73						73
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	CON	975	975						975
00356	San Leandro	Lewelling Blvd Pedestrian Safety Rapid Flashing Beacons Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	2000 MB	Disc-TCD	Bike/Ped	CON	1,387		1,387					1,387
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	92		92					92

Alameda CTC Comprehensive Investment Plan
2022 CIP Update Five-Year Programming and Two-Year Allocation Plan
2022 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00405	San Leandro	MacArthur Boulevard Park & Ride	2-Central	2010 VRF	Transit	Transit	CON	543				543			
00405	San Leandro	MacArthur Boulevard Park & Ride	2-Central	TFCA	Prog Mgr	Transit	CON	80				80			
00030	SHS	Rides for Seniors	2-Central	2000 MB	Disc-PT	Paratransit	O&M	235	235						235
00051	SJRRC	ACE Capital	4-East	2000 MB	01	Transit	Various	13,184	13,184						13,184
00382	SJRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	235		235					235
00382	SJRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	CON	1,765			1,765				1,765
00031	SSPTV	Volunteer Assisted Senior Transportation Program	4-East	2000 MB	Disc-PT	Paratransit	O&M	325	325						325
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	O&M	210	210						210
00297	SSPTV	Volunteers Assisting Seniors with Transportation (VAST)	4-East	2000 MB	Disc-PT	Paratransit	O&M	701	215	179	189	118			583
00010	Union City	Operations Support for Route 2	3-South	Lifeline	STA	Transit	O&M	220	220						220
00062	Union City	Union City Intermodal Station	3-South	2014 MBB	TEP-22	Transit	Planning / Scoping	51	51						51
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	PE/Env	5	5						5
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	780	780						780
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	CON	5,779	5,779						5,779
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	CMA-TIP	Other	Bike/Ped	CON	1,100	1,100						1,100
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	TFCA	Prog Mgr	Bike/Ped	CON	136	136						136
00266	Union City	Dyer Road Pavement Rehabilitation	3-South	STP/CMAQ	LSR	LSR	CON	872	872						872
00267	Union City	Bicycle and Pedestrian Master Plan Update	3-South	2000 MB	Disc-BP	Bike/Ped	Planning / Scoping	150	150						150
00317	Union City	Union City IDEA Grant Traffic Signal Control Improvement	4-East	TFCA	Prog Mgr	Transit	CON	221	221						221
00333	Union City	East-West Connector / Quarry Lakes Parkway	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	6,700	2,500	4,200					6,700
00371	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	10		10					10
00372	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	CON	71		71					71
00390	Union City	Union City Electric Bus Infrastructure	3-South	TFCA	Prog Mgr	Transit	CON	1,500		1,500					1,500
00294	USOAC	Senior Public Transportation Training and Education Program	1-North	2000 MB	Disc-PT	Paratransit	O&M	419	96	103	108	112			307
00281	Various	State Transportation Improvement Program	Multiple	STIP	RIP	HWY	Various	48,813	48,813						48,813
00282	Various	Lifeline Cycle 5 Program	Multiple	Lifeline	Various	Transit	Various	4,789	4,789						4,789
							Totals	**1,424,398**	**1,199,006**	**149,051**	**49,838**	**18,248**	**717**	**2,544**	**1,397,895**

Alameda CTC Comprehensive Investment Plan

2022 CIP Update Five-Year Programming and Two-Year Allocation Plan

2022 CIP Update Programming and Allocations

CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
								Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)

Total 2-year Allocations	$ 198,889
Total 5-year Programming	$ 220,398



ALAMEDA
County Transportation Commission

2022 Comprehensive Investment Plan Update

Appendix D

CIP Programming Principles and Guidelines



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Alameda County Transportation Commission

COMPREHENSIVE INVESTMENT PLAN
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SECTION 1
COMPREHENSIVE INVESTMENT PLAN
PROGRAMMING PRINCIPLES

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1. PURPOSE

The purpose of the Comprehensive Investment Plan (CIP) is to facilitate strategic programming and allocation of all fund sources under Alameda CTC's programming responsibilities. This includes funding from federal, State, regional, and local fund sources such as the Surface Transportation Program (STP) / Congestion Mitigation Air Quality Program (CMAQ), Lifeline Transportation Program, Transportation Fund for Clean Air Program (TFCA), local sales tax measures and vehicle registration fee programs.

To streamline programming of these funds sources, the CIP considers all available fund sources through a consolidated funding program that prioritizes, evaluates, and recommends funding to critical transportation infrastructure and operational needs that build and maintain the county's transportation system. The coordinated programming effort is also intended to minimize the number of funding applications required from Project Sponsors and prioritize investments to projects and programs ("projects") identified through countywide transportation planning efforts.

The purpose of the CIP programming principles established herein is to provide a framework for programming and allocation decisions made by the Alameda CTC to accomplish countywide transportation goals and objectives. The following five fundamental guiding principles have been identified:

1. Implementing Alameda CTC's adopted visions and goals
2. Balance strategic investments across project delivery phases
3. Maximize transportation investments
4. Investments in all modes and areas within Alameda County
5. Deliver solutions while ensuring accountability

The CIP programming principles are not intended to replace existing programming requirements of individual fund sources. Instead, the principles are intended to create a uniform consolidation of historically separate programming goals and practices, where applicable, to more effectively coordinate funding towards highly beneficial transportation projects that address congestion, state of good repair, economic development, access, safety, and connectivity of a multimodal transportation system.

2. PROGRAMMING AND ALLOCATIONS PROCESS

The CIP includes a five-year programming window with a two-year allocation plan (i.e. the first two years of the five-year window).

The current programmed amount for a given project represents a commitment amount that is available for allocation when the programmed funds shift into the CIP's two-year allocation window. An allocated amount represents the amount available for encumbrance in project funding agreements and/or contracts, which are, in turn available for reimbursement of eligible costs.

All programmed funds are subject to the availability of funds, and current programming and allocation priorities.

The CIP programming and allocation process is as follows:

1. Alameda CTC will make programming and allocation recommendations to certain projects based on the available fund estimate for a given five-year CIP programming cycle.
2. Projects programmed within the first two-years of a given CIP will receive an allocation.
3. Projects with outer year programmed funds will receive an allocation in the fiscal year in which the funds were originally programmed, upon the Project Sponsor's allocation request through the CIP application process.
    - Allocation requests to advance outer programmed funds are subject to the availability of funds and Commission approval, as priority is given to projects with funds already allocated in the two-year allocation window.
4. Projects with outer year programmed funds that are not ready for an allocation may request to have the programming deferred to an outer CIP programming year by notifying Alameda CTC.

3. FUND SOURCES AND PROGRAMS

The CIP consolidates the programming and allocations of the various fund sources under Alameda CTC's purview. These sources are delineated into principle programs, where feasible, as identified on the table below. For example, 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee (VRF) Bicycle/Pedestrian funds are consolidated into a single Bicycle/Pedestrian Program. This provides greater coordination of similar funding types, requirements, and eligibilities to meet larger program goals and objectives. For all locally-funded programs (principle programs 1-10) a project-funding agreement between the Alameda CTC and Project Sponsor is required. For all other programs (principle programs 11- 13) Project Sponsors are required to enter into a funding agreement directly with the appropriate federal, State, or regional agency.

Principle Program	Fund Source & Investment Program
1. Bicycle/Pedestrian Program	Measure B (MB) Bike/Pedestrian Countywide Discretionary Fund Measure BB (MBB) Bike/Pedestrian Grant Program Measure BB (MBB) Three Major Trails Vehicle Registration Fee (VRF) Pedestrian-Bicycle Access and Safety Program
2. Transit Program	MB Express Bus MBB Innovative Transit Program (transit pass programs) VRF Transit for Congestion Relief Program

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Principle Program	Fund Source & Investment Program
3. Transit Center for Development Program	MB Transit Center Development Program
4. Community Development Investment Program	MBB Community Development Investment Program
5. Paratransit Program	MB Special Transportation for Seniors and People with Disabilities "Gap Grant" Program MBB Coordination and Service Grants
6. Freight and Economic Development Program	MBB Freight and Economic Development MBB Countywide Freight Corridors
7. Technology, Innovation and Development	MBB Technology, Innovation, and Development
8. Local Streets and Roads (Arterials) Program	MBB Congestion Relief, Local Bridge, Seismic Safety
9. Highways Program	MBB Highway Capital Projects
10. Transportation Fund for Clean Air (TFCA)	TFCA Program
11. Lifeline Transportation Program (LTP)	State Transit Account (STA) Job Access Reverse Commute (JARC) and Surface Transportation Program (STP)
12. One Bay Area Grant Program (OBAG)	Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ)
13. State Transportation Improvement Program (STIP)	STIP

4. PROGRAMMING CAPACITY

Alameda CTC's programming capacity is limited to the funding anticipated to be available for projects included in the five-year programming and allocation horizon. Projects are programmed over a five-year period, with allocations to projects in the first two-years of the CIP window. Projects that exceed the five-year fiscally constrained CIP will be considered for inclusion in future CIP updates, and may receive priority consideration in the event a previously programmed commitment is unable to be delivered, or additional funding capacity is made available. Alameda CTC will provide a programming fund estimate as part of the CIP call for projects process.

5. PROGRAMMING PRIORITIES

Through the CIP, funds are prioritized to projects as follows:

a. Achieves Fundamental Programming Principles: The degree to which projects achieve the CIP's five (5) fundamental programming principles (*refer to Section 6 of CIP for details)*.
   1. Implementing Alameda CTC's adopted visions and goals
   2. Balance strategic investments across project delivery phases
   3. Maximize transportation investments
   4. Investments in all modes and areas within Alameda County
   5. Deliver solutions while ensuring accountability

b. Countywide Significance: Projects identified as a countywide priority, as an identified project, or along a transportation corridor, in Alameda CTC's Countywide Transportation Plan (CTP), Multi-modal Plans (Goods Movement, Arterial, and Transit), transportation

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expenditure plans, and the Countywide Bicycle and Pedestrian Plans will receive higher priority consideration.

c. Readiness: Projects demonstrating higher state of construction readiness will receive higher priority consideration. Readiness includes technical and financial readiness such as completion of engineering, environmental and design studies, identification of risk-mitigation measures, secured funding towards project completion, feasible schedule, etc. Projects must be deliverable within the timeframe that funds are made available.

d. Fund Leveraging: Projects that leverage external funding commitments (such as federal and State discretionary funds) shall receive higher priority consideration.

e. Coordination and Support: The degree to which a project demonstrates coordination and support from multiple jurisdictions, agencies, and the community stakeholders throughout the planning and project implementation phases, and identification of commitments to maintain the improvements after completion.

6. ELIGIBLE APPLICANTS

a. Eligible applicants (direct recipients) of funds programmed through the CIP are limited to the following:

1. Cities of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, Union City
2. County of Alameda
3. Transit agencies Altamont Corridor Express (ACE), Alameda-Contra Costa Transit District (AC Transit), San Francisco Bay Area Rapid Transit District (BART), Livermore Valley Transportation Authority (LAVTA), Union City Transit, and San Francisco Water Emergency Transportation Authority (WETA)
4. East Bay Regional Parks District (EBRPD)
5. Public school districts (K-12) in Alameda County *(exclusively for student transit pass programs)*
6. Alameda County Transportation Commission (Alameda CTC)
7. Private, non-profit organizations *(exclusively for programs targeted towards seniors and people with disabilities)*
8. Entities that are not identified specifically as eligible direct recipients will only be eligible to receive CIP funds as sub-recipients by partnering with an eligible direct recipient that is willing to pass through the funds to a sub-recipient. Exceptions allowing other entities to directly receive funds may be granted by Alameda CTC on a case-by-case basis.

b. Applicants must acknowledge and agree to comply with the specific requirements of the identified fund source and project funding agreement requirements prior to receiving funds programmed and allocated through the CIP.

c. Applicants must provide the expertise and staff resources necessary to successfully deliver projects within the constraints of the fund source requirements.

d. Applicants must identify and maintain a staff position that serves as the single point of contact for Alameda CTC programmed funds within that agency.

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7. ELIGIBLE PROJECTS

Eligible CIP projects are as follows:

a. Projects must demonstrate a public benefit towards building and maintaining the transportation infrastructure in Alameda County.

b. Projects must be publicly accessible, and not only for private entity use.

c. Projects must be in and consistent with the most current adopted Regional Transportation Plan and the Alameda CTC's CTP.

d. Projects must meet the goals and objectives of the funding sources and funding programs.

- Projects funded with 2000 Measure B, 2014 Measure BB, and VRF monies must be consistent with eligible use of funds of the respective expenditure plans.
- Example requirements for federal funding include:
  - Compliance with the California Environmental Quality Act (Public Resource Code Section 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures.
  - Completion of a Federal Transportation Improvement Program (FTIP) application through the Metropolitan Transportation Commission's Funding Management System.
- Potential funding eligibilities examples are identified on Exhibit A - Project Categories, Funding Eligibility, and Transportation Priorities.

e. Eligible capital infrastructure projects may include (but are not limited to):

- Local street and road improvements
- Bicycle and/or pedestrian infrastructure improvements include new facilities, parking/lockers, gap closure, and safety improvements
- Highway capital investments
- Freight, ferry, rail, and intermodal projects that facilitate the movement of goods, services, and people
- Transit infrastructure enhancements and expansion
- Safety or modernization improvements to transit centers, stations, or facilities,
- Transportation improvements that provide greater transit access for residents of low-income and disadvantaged communities
- Improvements that reduce greenhouse gas emissions
- Technology improvements such as intelligent transportation system, transit signal priority, innovative uses of technology as it pertains to improving the transportation system

f. Eligible non-infrastructure projects may include (but are not limited to):

- Bicycle and pedestrian master plans
- Feasibility or scoping only studies for capital projects
- Safe Routes to School program operations
- Crossing guard programs

- Safety education, training, enforcement, and promotional programs
- Transportation demand or traffic management programs
- Travel training and mobility management programs
- Transit or shuttle operations
- Transit incentive programs (including fare based)
- Bike share or rideshare programs

8. MINIMUM/ MAXIMUM AWARD AND MATCHING REQUIREMENTS

Project Type	Minimum Request	Maximum Request	Minimum Match
Capital Improvement	$250,000	$2,000,000	25% By Phase Requested
Programs and Transit/Shuttle Operations	$100,000 per year	$500,000 per year	75%
Plans/Studies	$100,000	$100,000	50%

The CIP will focus on comprehensive transportation projects that yield significant benefits to the countywide transportation system. In general, smaller projects or early project development (planning/scoping) activities that are able to be funded through local means (direct local distribution funds) will be a lesser priority for discretionary funding.

Project Sponsors shall provide the minimum match of Alameda CTC's administered funds requested by phase, unless otherwise stated by a particular program guideline.

9. MATCHING REQUIREMENTS

a. Matching funds must be expended concurrently and proportionally to the Alameda CTC's administered funds allocated to the phase for the project.
b. Previously incurred costs or previously expended funds do not count towards fulling minimum matching requirement.
c. Named capital projects with identified specific funding commitments in the 2014 Measure BB Transportation Expenditure Plan are exempt from the matching requirements.
d. Projects funded with federal funds (such as STP/CMAQ) requires a non-federal local match. Non-federal sources for local match can include local sales tax, special bond measures, financial private donations, and other local revenues.
e. In-kind funding (non-cash contributions of time, goods and services, equipment, or space) will not count towards fulling the CIP matching requirement.
f. Alameda CTC may consider on a case-by-case basis exceptions to the matching requirement. Such exceptions may include exemptions for projects that provide considerable transportation benefits and/or projects that leverage significant transportation funds for the county.

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10. ELIGIBLE PROJECT COSTS

Eligible costs for funds programmed through the CIP include

- Project development and preconstruction activities such as scoping level documents, preliminary study reports, feasibility studies, environmental documents, preliminary engineering and design work.
- Activities related to construction, rehabilitation, right-of-way acquisition, environmental mitigation, capital equipment acquisition.
- Program implementation, transit services, and shuttle operations.

All eligible costs for reimbursement must be in accordance with the policies and provisions set forth and described in detail in the "Eligible Costs for Reimbursement by Alameda CTC Policy".

Applicants are responsible for securing the necessary matching and for any additional funding needed to complete the project as a result of project cost increases, higher actual bid estimates, loss of funding, underestimated contingencies, and future maintenance costs.

11. FUNDING RESTRICTIONS

- Alameda CTC administered funds shall not supplant other committed funds.
- Alameda CTC will not be responsible to fund any cost overruns, cost increases, higher bid estimates, maintenance costs, or funding shortfalls beyond Alameda CTC's original programming and allocation commitment.
- 2000 Measure B Express Bus funds are only available to AC Transit and LAVTA.
- Programmed federal, State, and regional funds are subject to the requirements of the specific fund source, and may require Project Sponsors to enter into funding agreements directly with the authorizing agency.
- Reimbursement for eligible staff costs are limited to non-Measure B/BB/Vehicle Registration Fee Direct Local Distribution (DLD) recipients, unless otherwise agreed upon by the Alameda CTC with a project funding agreement for labor that includes direct staff implementation of a project activity. DLD recipients are expected to use DLD or other local funds to support staffing, contract management, and administrative costs associated with the project.
- Payments to fund recipients will be made on a reimbursement basis and after approval of submitted invoices. No reimbursements will be made prior to the execution of a project funding agreement with the Alameda CTC. Invoices are required to be submitted at least once every six months with required progress reports and completed task deliverables, unless otherwise authorized and approved by Alameda CTC.

12. SHUTTLE OPERATIONS FUNDING REQUIREMENTS

Funding for shuttle operations is strictly limited to shuttles which provide connections for first/last mile connections from regional transit facilities, transportation hubs, business districts, and employment centers. Paratransit services are not eligible for funding under transit eligible funding sources.

- Eligible applicants must be a public agency eligible to receive Alameda CTC funds.
- Shuttle service must be wholly located in Alameda County, available to general public, and serve multiple employers.
- Service routes within 0.5 mile radius from a major regional transit facility (BART station, major bus transfer station, or ferry terminal) will be given priority consideration.
- Applicants must provide a minimum match required for transit/shuttle operations.
- Service Operations Requirement
    - Shuttle service must not compete with existing fixed-route transit services provided by Alameda-Contra Costa Transit District, Livermore Amador Valley Transit Authority, or Union City Transit. A Letter of Concurrence from the appropriate transit agency, must be provided to affirm coordination with the transit agency, and acknowledge that the proposed shuttle program would not complete with existing or planned transit services.
- Funding Priority Considerations
    - Programs demonstrating long-term and local sustainability with matching funding consisting of 50 percent (50%) or more coming from private sources i.e. private business investment districts will be given priority consideration.
    - Ridership exceeding 500,000 annual boarding's, documented by existing service data or documented ridership projections will be given priority consideration.

13. FREIGHT RELATED PROJECTS FUNDING REQUIREMENTS

Funding for freight related projects is strictly limited to improvements that significantly contributes to the freight systems' economic activity or vitality; relieves congestion the freight system, improves the safety, security, or resilience of the freight system; improvements or preserves the freight system infrastructure; implements technology or innovation to improve the freight system or reduce or avoid its negative impacts; or reduces or avoids adverse community and/or environmental impacts of the freight system.

Freight related projects funded by Alameda CTC must not have the direct purpose or intent to increase the overall system capacity to facilitate the transportation of coal in bulk.

14. PROJECT SELECTION CRITERIA

Project applications that meet the following screening criteria will be considered.

1. Consistency/identified within the most recently adopted Regional Transportation Plan and Countywide Transportation Plan.
2. Consistency/identified within the most recently adopted Countywide Bicycle and Pedestrian Master Plan *(applicable to bicycle/pedestrian improvements).*
3. Provide the minimum match of Alameda CTC's administered funds requested by phase.

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The primary CIP project selection criteria are as follows:

1. Project Need and Benefits: Project clearly defines project needs and how proposed transportation improvement will benefit the intended users at a local and countywide level, and provide a usable segment (as applicable).

   Alameda CTC will consider key project merits and anticipated project performance such as (in no particular order):

   - Congestion Relief: Project's ability to enhance mobility and access by addressing existing and future congestion and travel demands.
   - State of Good Repair: Project's ability to improve the condition of existing transportation facilities or address identified issues if the system is left unimproved.
   - Transportation Significance: Project demonstrates regional or countywide significance towards improving the transportation network, economic competitiveness, and environmental conditions i.e. regional greenhouse gases.
   - Safety and Connectivity: Project's ability to foster a safe, connected, and accessible transportation system for multimodal movement of goods and people.
   - Multimodal Access: Project's ability to contribute to a multimodal transportation system that serves all users, provides transportation choices, and provides greater access to schools, jobs, homes, and transit.
   - Sustainability: Project sponsor identifies funding sources and responsible agency for sustaining and maintaining the project beyond the funding period. Project is identified in a long-term development plan.

2. Project Readiness: Project contains a well-defined funding plan, budget, and schedule. Project has no foreseeable implementation issues, has governing body approval, and is supported by the local community. Applicant clearly identifies the ability to coordinate among appropriate internal and external agencies, and has identified stakeholders. Project with a completed project study report or equivalent scoping document will receive a higher priority consideration for readiness.

3. Matching Funds: Project has secured or committed funding from other funding sources outside of Alameda CTC's funding resources that is beyond the minimum matching requirement.

4. Other fund source specific criteria requirements: Project must meet the program requirements of specific fund sources, such as cost effectiveness calculations or proximity-connectivity to specific areas and user groups. These requirements are specific to the fund source and may change with each programming cycle.

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Projects will be scored on a scale based on the project's expected outcomes and performance, project readiness, sustainability, and leveraging ability. Refer to Exhibit B – Project Selection Criteria for scoring weights for each project selection criteria category. Programming recommendations may not be based strictly on the scoring criteria alone. Consideration will be given towards the requirements of the various Alameda CTC administered fund sources, project delivery requirements, geographic equity, and countywide synergies of proposed improvements.

The project selection criteria will be applied by category mode (bicycle/pedestrian, transit, goods movement, highway, local streets and roads, transit operations, etc.) to provide a direct evaluation of similar investments to one another, i.e. transit projects to transit projects.

15. PERFORMANCE MEASURES AND MONITORING

Project Sponsors must identify and establish project goals, deliverables, and performance measures and intended outcomes that will measure the effectiveness of the investment. Performance measures will be established as part of a project funding agreement between Alameda CTC and the fund recipient.

a. For capital projects, performance indicators may include, but are not limited to, an evaluation of a project's ability to achieve CIP programming priorities, ability to meet specific funding program goals, and reporting on the status and implementation on the project delivery.
b. For operations, performance indicators may include the above, as well as quantifying and monitoring the number of trips, service hours, cost effectiveness, and outreach efforts.

16. POST ALLOCATION REQUIREMENTS

Project Sponsor whom are an awarded Alameda CTC Administered funding allocation are required

- Submit a governing body approval resolution that accepts Alameda CTC funds, confirms local matching commitments, project delivery strategy, and local support for the project in order to entered into a project funding agreement with Alameda CTC.
- Enter into a project funding agreement between the Alameda CTC for approved of allocations of Measure B, Measure BB, VRF, TFCA, and other funds under Alameda CTC purview. Agreements will include project scope, cost, schedule, performance measures, reporting requirements, publicity requirements, audit requirements, task deliverables, effective date of reimbursable costs, etc. The current agreement requirements are located here: https://www.alamedactc.org/app_pages/view/19025.
- Comply with Alameda CTC's Local Business Equity Program requirements: https://www.alamedactc.org/get-involved/contract-equity/

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17. TIMELY USE OF FUNDS AND RESCISSION OF FUNDS

a. Projects must be started within a year of the schedule identified in the executed funding agreement that defines the date of eligible costs and reimbursements. Funds may be rescinded if a project is not started within the established time period.
b. Projects must be completed within three (3) years of the established initiation date, unless a different period is identified in the program guidelines or approved in advance by the Alameda CTC and incorporated into the funding agreement.
c. Projects receiving federal and State funds are to start and expend the program funds within the delivery timeframe required by federal funding requirements.
d. Projects are subject to the specific timely use of funds, policies and provisions pertaining to the specific fund sources allocated to the Project.
e. Failing to meet timely use of funds requirements, fund agreement requirements, funding commitments, project schedules, or applicable regulations could result in loss or withholding of funds. If fund awards are withdrawn, allocations may be disencumbered from a funding agreement and removed from the CIP.
f. Rescinded funds will be returned to the program to be distributed in a future CIP cycle.

18. OTHER REQUIREMENTS

a. Program specific guidelines may supersede the requirements set forth in these CIP programming guidelines.
b. Programming and allocations actions made through the CIP are subject to the current policies and guidelines, as they may be created, revised, or amended from time to time.
c. Request for fund allocations for named 2014 Measure BB capital projects must be made prior to execution a funding agreement. The request for allocation must include at minimum a summary of project costs defined by phase and fund source, and a project schedule for each phase.
d. Alameda CTC may consider on a case-by-case basis exceptions to the programming requirements of the CIP programming principles and guidelines in the event of unanticipated programming actions/funding availability, or if a proposed project has extraordinary project merit, project synergies, or project delivery circumstances that if implemented will result in a significant countywide benefit.

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Exhibit A

Project Categories, Funding Eligibility, and Funding Eligibility

Projects will be separated into project categories by type as part of the project selection and evaluation process to prioritize projects relative to each other. The following table identifies CIP project categories, transportation priorities, and example funding eligibility.

Project Categories, Funding Eligibility, and Priority			Federal		State	Regional and Local									
#	Category and Sample Example Projects *(eligible fund sources are generally identified for the category; some example projects may not directly eligible for the fund source)*	Transportation priorities *(in no particular order)*	STP	CMAQ	STIP	TFCA	Lifeline	MB- MBB-VRF Bike/Ped	MB- MBB-VRF Transit	MB-MBB Paratransit	MBB-VRF Technology	MB-TCD	MBB-Congestion Relief	MBB-CDIP	MBB-Freight Economic
1.	Transit Capital • Capital rehabilitation • Capacity expansion, stations, capital replacement • Safety and Access improvements • Transit Signal Priority (TSP) / Communications	1. Increase transit access and ridership 2. Regional projects in the expenditure plans 3. Projects/need identified in a transit plan 4. Increase frequency or reliability of service operations 5. Facilitates express bus services	X			X	X				X	X		X	
2.	Local Streets and Roads (Arterials) • Major Arterial Performance Initiative Program • Roadway Safety/Traffic Calming • Grade separations • Traffic Signals, ITS/CCTV installations and upgrade • Signal timing and coordination • Complete Streets and Streetscape • Coordination with freeways and ramps • Roadway/Pavement Rehabilitation • Sidewalk installation	1. Regional projects in the expenditure plans. 2. Projects/need identified in Multimodal Arterials Plan 3. Enhances multimodal connectivity and reliability, of transit, bicycle and pedestrian networks. 4. Provides congestion relief and increased mobility	X	X	X	X	X				X	X	X	X	X
3.	Bicycle and Pedestrian • Bike facilities (includes Class 1,2,3, and 4 facilities) • Bike storage capital costs (racks, lockers, cages) • Safety, gap closure, infrastructure improvements • Bicycle and Pedestrian Master Plans and updates • Safe Routes to School improvements/programs	1. Identified in a Countywide Bicycle/Pedestrian Plan 2. Regional projects in the Expenditure Plans 3. Closes gaps in local and countywide bicycle/pedestrian network. 4. Improves safety and connectivity by removing known barriers to access and connections to activity centers, schools, jobs, and transit 5. Bicycle/pedestrian master plans update to improve coordination	X	X		X	X	X				X			
4.	Highway Capital • Interchange, bridge, sound wall, ramp improvements • Bridge improvements • Express lanes	1. Regional projects in the Expenditure Plans 2. Improves safety and connectivity 3. Address state of good repair of transportation system 4. Address congestion and mobility		X							X		X	X	X

Project Categories, Funding Eligibility, and Priority			Federal		State	Regional and Local									
#	Category and Sample Example Projects *(eligible fund sources are generally identified for the category; some example projects may not directly eligible for the fund source)*	Transportation priorities *(in no particular order)*	STP	CMAQ	STIP	TFCA	Lifeline	MB- MBB-VRF Bike/Ped	MB- MBB-VRF Transit	MB-MBB Paratransit	MBB-VRF Technology	MB-TCD	MBB-Congestion Relief	MBB-CDIP	MBB-Freight Economic
5.	Freight and Economic Development (Goods Movement) • Truck/port/freight operations and goods movement • Airport Facilities, Truck-vehicle parking • Quiet Zone Improvements *Note: Road or highway access improvements will be evaluated under local streets and roads or highway categories.*	1. Regional projects in the Expenditure Plans 2. Projects identified a Goods Movement Plan 3. Reduce conflicts 4. Improve goods mobility and economic development 5. Enhance coordination to distribution centers	X	X							X			X	X
6a.	Transit Operations (non-paratransit) • Fixed route or Shuttle operations and service expansion • Transit priority measures • Congestion Relief Programs • Transit incentive programs (including fare-based)	1. Increase reliability of service operations 2. Increase transit ridership 3. Maintains or expands express bus services 4. Demonstrates operational and funding sustainability	X	X	X	X	X		X					X	
6b.	Paratransit Capital and Operations • ADA Mandated Services • City-based, non-ADA Services • Specialized transportation programs • Capital improvements (accessible vehicles, signage) • Related assessments and plans	1. Maintains or expands existing transportation services designed for seniors and people and disabilities 2. Increases accessibility of transportation services 3. Eliminates gaps in existing services by offering transportation options for seniors and people with disabilities to important travel destinations to meet life needs.	X				X			X				X	
7.	Transportation Demand Management / Education Outreach • Fare incentives – student bus passes • Guarantee Ride Home Program • Technical Assistance • Alternative mode education and incentives • Safe Routes to School or Transit • Parking management	1. Facilitates connectivity to transit 2. Promotes multi-modal transportation and modal shifts away from single occupancy vehicle (SOV) use towards alternative modes, including bicycle/pedestrian and transit. 3. Provides a cost-effective strategy to improve and facilitate access to transit, schools, and job centers.	X	X		X	X		X					X	
8.	LSR / Highway Operations • Traffic Signal Operations, ITS, maintenance • Highway and Bridge Maintenance & Operations	1. Addresses state of good repair of transportation system 2. Addresses congestion and mobility	X	X	X						X		X		
9.	Planning / Studies • Planning studies and implementation • Feasibility or scoping only studies • Modal Plans/Studies • Bicycle and Pedestrian Master Plans	1. Defines project scopes, schedules and expected outcomes 2. Examines feasibility of improvement implementations 3. Contributes to long-rang planning of improvements for future implementation and decision making 4. Supports Transit Oriented Development (TOD) and Priority Development Areas (PDA)	X	X	X			X	X	X	X	X		X	X

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Exhibit B

Project Selection Criteria

Proposed projects will be scored on the basis of applicant responses to the following criteria, as applicable. Additional criterion may be included within this framework based on program needs and funding requirements.

A. READINESS DELIVERY CRITERIA The project has a well-defined funding plan, budget and schedule; implementation of the project phase is feasible; governing body approval and community support are demonstrated; and the sponsor demonstrates coordination among internal and external agencies, as applicable.		
Index	*Criteria*	*Criteria Weight*
1.	Project Development Status *(not initiated, underway, complete)* • Status of planning and scoping documents • Status of environmental phase and clearances • Status of preliminary engineering & design phase • Status of right-of-way acquisitions	45
2.	Detailed Scope, Schedule, and Funding Plan • Defined project scope • Defined schedule and budget • Identified funding need to continue project development	
3.	Implementation Issues • Identified implementation issue(s) resolved or mitigated • Local community and governing body support • Coordination with partners	
	Subtotal	*45*

B. NEEDS AND BENEFITS CRITERIA The project need is clearly defined and demonstrates how the transportation improvement will benefit intended users by increasing connectivity, improving access, maintaining transportation facilities/equipment (as applicable), promoting innovation, improving safety, facilitating a clean environment, and contributing to economic growth.		
Index	*Criteria*	*Criteria Weight*
1.	Connectivity/Gap Closures • Expands the transportation system, network, or service • Enhances intermodal and multi-jurisdictional connectivity • Complements existing services (not duplicative)	45
2.	Access Improvements • Increases access to activity centers, central business districts, and employment centers • Serves transit dependent populations, communities of concerns, equity priority communities, disadvantaged or vulnerable populations. • Improves transportation routes to schools • Serves a known or realistic level of demand in the community for transit services	
3.	State of Good Repair • Corrects a deteriorating condition/aging infrastructure • Addresses past deferred maintenance • Replaces capital assets that have exceeded their useful life	
4.	Technology and Innovation • Promotes innovative (non-traditional) elements for services	

B. NEEDS AND BENEFITS CRITERIA The project need is clearly defined and demonstrates how the transportation improvement will benefit intended users by increasing connectivity, improving access, maintaining transportation facilities/equipment (as applicable), promoting innovation, improving safety, facilitating a clean environment, and contributing to economic growth.		
	• Promotes vehicle technology or ITS coordination • Incorporates innovative design treatments to transportation projects	
5.	Multimodal Benefits • Identifies benefits to transit, bike, pedestrian, rail, and goods movement • Support multimodal transportation through coordination of improvements	
6.	Environmental Benefits • Promotes modal shifts that encourages less dependency on motorized transportation • Supports transit and/or transit access improvements • Supports housing and/or jobs adjacent to transit	
7.	Safety & Security • Identifies safety concerns • Increases public safety through a reduction of risk of accidents for vehicles, bicycles, and/or pedestrians • Identifies known safety issues with a proven countermeasure to address the conflicts	
8.	Economic Growth • Promotes job growth • Increases in economic growth as a result of improvements to freight corridors	
	Subtotal	*45*

C. MATCHING FUNDS CRITERIA Commits other funds beyond the minimum match		
Index	*Criteria*	*Criteria Weight*
1.	Matching Funds • Commits other identified funds beyond the minimum match requirement for the phase of which funds are being requested.	10
	Subtotal	*10*

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SECTION 2
PROGRAMMING/ALLOCATION GUIDELINES FOR
2014 MEASURE BB
ARTERIALS PROGRAM

PROGRAM SUMMARY

The Arterials Program includes discretionary funding from the 2014 Measure BB Transportation Expenditure Plan (2014 TEP). This program aims to support the arterials in our community that serve as major commute routes for those traveling by transit, auto, bicycle, or foot, and enhance access to jobs, stores, and more through capital infrastructure investments, service operations, and innovative projects. This program focuses on improvements to major roads, bridges, freight corridors, or quiet zones.

The 2014 Measure BB funds shall be allocated and expended in accordance with the requirements of the expenditure plan.

FUND SOURCE

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 TEP outlines projects and programs ("projects") that will be funded with the sales tax revenues. Ten percent (10%) of the net revenue collected is dedicated to funding congestion relief, local bridge, and seismic safety type projects benefiting arterials and roadways that improve the mobility of transit riders, motorists, bicyclists, and pedestrians, as well as the movement of goods to stores and consumers within Alameda County.

Funds will be periodically distributed by Alameda CTC for projects with proven abilities to improve accessibility, enhance operational efficiencies, increase safety, and reduce congestion. Such activities include projects that remove bottlenecks, improve safety, enhance operations, and enhance alternatives to single occupant auto travel in key commute corridors.

As identified in the 2014 TEP, examples of investments and commute corridors eligible for funding include:

- *North County Major Roadways*: Solano Avenue Pavement resurfacing and beautification; San Pablo Avenue Improvements; State Route 13/Ashby Avenue corridor; Marin Avenue local road safety; Gilman railroad crossing; Park Street, High Street and Fruitvale Bridge replacements; Powell Street Bridge widening at Christie; East 14th Street improvements and Oakland Army Base transportation infrastructure improvements.

- *Central County Major Roadways:* Crow Canyon Road safety improvements, San Leandro local road resurfacing, Lewelling Road/Hesperian Boulevard improvements and Tennyson Road grade separation.

- *South County Major Roadways:* East-west connector in North Fremont and Union City, I-680/I-880 cross connectors, Fremont Boulevard improvements, upgrades to the relinquished Route 84 in Fremont, Central Avenue Overcrossing, Thornton Avenue widening, Mowry Avenue and Newark local streets.

- *East County Major Roadways:* Greenville Road widening, El Charro Road improvements, Dougherty Road widening, Dublin Boulevard widening and Bernal Bridge construction.

- *Countywide Freight Corridors:* Outer Harbor Intermodal Terminal at the Port of Oakland, 7th Street grade separation and roadway improvement in Oakland, as well as truck routes serving the Port of Oakland.

PROGRAMMING AND ALLOCATION PRIORITIES

The Arterials Program seeks to award projects that advance goals identified in the Countywide Multimodal Arterials Plan and as identified in the 2014 TEP. The programming and allocation primary priority shall be towards projects that contribute significantly to furthering countywide mobility along arterials. This program recognizes that concentrating improvements in key arterial corridors will improve access and efficiencies, increase safety, and reduce congestion. In general, competitive projects are those that serve residents from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Regional projects or corridors identified in the Transportation Expenditure Plan**: Priority consideration is given to regional projects that are identified in the Transportation Expenditure Plans.

2. **Projects aligned with needs established in the Multimodal Arterials Plan**: Priority consideration is given to projects that align with the modal priorities and needs as established in the Countywide Multimodal Arterials Plan.

3. **Measure BB Capital Program Delivery Plan:** Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.

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4. **Enhance multimodal connectivity**: Priority consideration is given to projects that enhance the reliability, safety, and connectivity of transit, bicycle and pedestrian networks.

5. **Congestion relief and increased mobility**: Priority consideration is given to projects identified as significantly improving congestion on major commute corridors and facilitating connectivity and travel over multiple jurisdictions.

6. **State of Good Repair**: Priority consideration is given to projects that improve the conditions of existing transportation facilities or address conditions that would otherwise deteriorate if left unimproved.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance mobility, access, safety, and convenience in Alameda County. Arterials Program funds will be available for the example projects in projects that include, but are not limited to the following:

Capital Infrastructure

- Resurfacing and beautification
- Local road safety improvements
- Intersection enhancements
- Traffic/signal operation improvements
- Grade separations and railroad crossings
- Bridge replacements
- Cross connectors
- Truck route improvements
- Quiet zone enhancements
- Education, enforcement and promotion programs

INELIGIBLE PROJECTS

- Freight related projects funded by Alameda CTC must not have the direct purpose or intent to increase the overall system capacity to facilitate the transportation of coal in bulk.

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SECTION 3
PROGRAMMING/ALLOCATION GUIDELINES FOR
2000 MEASURE B, 2014 MEASURE BB, AND VEHICLE REGISTRATION FEE
BICYCLE AND PEDESTRIAN DISCRETIONARY PROGRAM

PROGRAM SUMMARY

The Bicycle and Pedestrian Discretionary Program includes the combined funding from the 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee (VRF) that are available to bicycle and pedestrian improvements. This program aims to support enhanced access and safety for bicyclists and pedestrians through capital infrastructure investments, safety education, outreach promotion, and planning activities.

The 2000 Measure B, 2014 Measure BB, and VRF funds shall be allocated and expended in accordance with the requirements of their respective expenditure plans.

FUND SOURCES

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that supports projects which improve the County's transportation system. Collections began in April 1, 2002 and will continue through March 30, 2022. The 2000 Measure B Transportation Expenditure Plan (2000 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. Five percent (5%) of the net revenue collected is dedicated to bicycle and pedestrian projects. The five percent (5%) is further separated into two distribution categories:

- 75 percent (75%) of the funds are formula Direct Local Distributions to Alameda County cities and County based on population; and
- 25 percent (25%) of the funds are distributed on a discretionary basis through the Measure B Bicycle and Pedestrian Countywide Discretionary Fund.

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects that will be funded with the sales tax revenues. Eight percent (8%) of the net revenue collected is dedicated to bicycle and pedestrian infrastructure and safety projects that support projects that encourage people to bike and walk, as designated below:

- Three percent (3%) or $264 M is directed towards the Completion of Three Major Trails - Iron Horse Trail, Bay Trail, and the East Bay Greenway Corridor; and

- Three percent (3%) is formula allocated as Direct Local Distributions to Alameda County cities and County based on population; and
- Two percent (2%) of the funds are distributed on a discretionary basis through the Measure BB Bicycle and Pedestrian program for regional projects and trail maintenance. Funds in this category includes use for Countywide Bicycle and Pedestrian coordination.

Vehicle Registration Fee

Measure F, approved by Alameda County voters in November 2010, authorizes a ten dollar ($10) per year vehicle registration fee. Collections for the VRF program began in May 2011. The goal of the VRF program is to support transportation investments that maintain and improve the County's transportation network and promote the reduction of vehicle-related emissions through congestion relief, alternative transportation, or innovative transportation strategies. Five percent (5%) of the VRF funds are dedicated to the VRF Pedestrian and Bicycle Access and Safety Program, which goal is to improve the safety of bicycles and pedestrians by reducing conflicts with motorized vehicles, create safety access to activity centers, and improve connectivity of the transportation network.

PROGRAMMING AND ALLOCATION PRIORITIES

The Bicycle and Pedestrian Discretionary Program seeks to award projects that advance countywide bicycle and pedestrian goals as identified in the Alameda CTC's Countywide Bicycle and Pedestrian Plans, and the Measure B, Measure BB, and VRF expenditure plans. The Alameda CTC's Countywide Bicycle and Pedestrian Plans identifies a priority vision system consisting of projects, corridors, and improvement initiatives that are the most significant from a countywide perspective. This priority system will guide and focus the programming and allocations of the bicycle/pedestrian program funds.

Priority (in no particular order) is given to projects as follows:

1. **Capital Infrastructure**: A minimum of 70 percent (70%) of available program funds during a given programming cycle will be specifically allotted to capital infrastructure investments.

2. **Non-infrastructure**: Up to 30 percent (30%) of available program funds during a given programming cycle may be used for non-infrastructure improvements including program operations, plans, and studies.

3. **Identified in the Countywide Bicycle and Pedestrian Plans**: Priority consideration is given to bicycle and pedestrian projects identified as a countywide priority in Alameda CTC's Countywide Bicycle and Pedestrian Plans.

4. **Regional projects in the Expenditure Plans**: Priority consideration is given to regional projects that are identified in the Transportation Expenditure Plans. This includes projects identified in the Alameda CTC's Measure BB Capital Project Delivery Plan.

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5. **Gap Closure**: Priority consideration is given to projects that close gaps in local and countywide bicycle/pedestrian network.

6. **Safety and Connectivity**: Priority consideration is given to projects that improve connections to activity centers, schools, jobs, and transit by addressing and removing known barriers to access and connecting multiple jurisdictions and/or planning areas.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance bicycle and pedestrian access, convenience, safety and usage in Alameda County.

Bicycle and Pedestrian Discretionary Program funds will be available for projects that include, but are not limited to the following:

Capital Infrastructure

- Sidewalks and multi-use paths
- Bikeways and pedestrian facilities
- Crossing improvements (at intersections, interchanges, railroad, freeway)
- Bicycle and pedestrian signals
- Bicycle lockers, racks and parking facilities
- Signage, lighting, railing and other accessibility improvements for bicyclists/pedestrians
- Traffic calming devices
- Bicycle/pedestrian access improvements to and from transit facilitates, and schools
- Gap closure projects that link and build upon the existing bicycle/pedestrian network
- Bicycle/pedestrian components of complete streets and streetscape improvements
- Capital maintenance such as pavement rehabilitation, infrastructure replacement or upgrades that extend or replenish a facility's useful life.

Non-infrastructure

- Bicycle and Pedestrian Master Plans
- Feasibility or scoping only studies for capital projects
- Safe routes to school program operations
- Crossing guard programs
- Safety education, training, enforcement, and promotional programs

INELIGIBLE PROJECTS

- Routine maintenance of roadway facilitates with bicycle/pedestrian infrastructure

- Routine maintenance of multi-use pathways and bike facilities including maintenance staff, trash cleanup, graffiti removal, vegetation removal, small pavement sealing/resurfacing, and lighting repairs.
- Ongoing facility operations (e.g. attended bicycle parking)

OTHER REQUIREMENTS/FUNDING RESTRICTIONS

Measure BB Funds – Completion of Three Major Trails

- Measure BB funds identified ($264 M) for the Completion of Three Major Trails Funds in the 2014 Transportation Expenditure Plan are limited to capital construction and/or capital maintenance projects that enhance the East Bay Greenway from Oakland to Fremont, Bay Trail Gap Closure and Access Projects, and Iron Horse Trail Gap Closure and Access Projects. Priority funding consideration is given to projects that directly enhance the regional bicycle/pedestrian transportation network pertinent to these three trails, and as envisioned and prioritized in the Alameda CTC's Countywide Bicycle and Pedestrian Plans, and other countywide plans.
    - Eligible projects
        - Capital infrastructure projects that address gaps and connectivity issues, safety and accessibility concerns, and capital maintenance needs such as pavement rehabilitation, infrastructure replacement or upgrades that extend or replenish a facility's useful life to and from these three major trails.
    - Ineligible projects
        - Routine maintenance of multi-use pathways and bike facilities including maintenance staff, trash cleanup, graffiti removal, vegetation removal, small pavement sealing/resurfacing, and lighting repairs.
        - Bicycle/pedestrian education, outreach, and promotional programs.

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SECTION 4
PROGRAMMING/ALLOCATION GUIDELINES FOR
2014 MEASURE BB
COMMUNITY DEVELOPMENT INVESTMENT PROGRAM

PROGRAM SUMMARY

The Community Development Investment Program (CDIP) will support existing and new transportation infrastructure improvements that will enhance access and provide increased connectivity to and between job centers, schools, transportation facilities, community centers, and residential developments. Investments include capital projects, programs, plans and studies which serve to achieve the objectives of the CDIP, including but not limited to improvements to BART station facilities, bus transfer hubs, bicycle/pedestrian infrastructure, local streets and roads, and transit that facilitate transit-oriented growth.

The 2014 Measure BB funds shall be allocated and expended in accordance with the requirements of the expenditure plans.

FUND SOURCE

2014 Measure BB
Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. The 2014 TEP establishes a total of 4 percent of net sales tax revenue, for the development and implementation of the program. CDIP investments are intended to enhance access and safety around transit stations and hubs, and to support station area development and transit-oriented development at the station areas listed in the 2014 TEP.

PROGRAMMING AND ALLOCATION PRIORITIES

The Community Development Investment Program seeks to award projects that advance access and connectivity to transit as identified in the Measure BB expenditure plan. The programming and allocation primary priority shall be towards projects that contribute significantly to furthering community connectivity to transit, schools and job centers. In general, competitive projects are those that enhance connectivity from more than one specific planning area or jurisdiction in Alameda County.

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Priority (in no particular order) is given to projects as follows:

1. **Capital Infrastructure**: A minimum of 70 percent (70%) of available program funds in a given programming cycle will be specifically allotted to capital infrastructure investments.

2. **Non-infrastructure**: Up to 30 percent (30%) of available program funds in a given programming cycle may be used for non-infrastructure improvements including program operations, shuttle operations, plans, and studies.

3. **Increase Access and Connectivity:** Priority consideration will be given to projects that significantly improve access and connectivity to transit, jobs and schools.

4. **Leveraging Funds**: Projects that demonstrate program sustainability by leverage and secure external funding commitments beyond the minimum matching requirement.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance access and safety around transit stations, hubs, and transit-oriented development.

CDIP funds will be available for projects that include, but are not limited to the following:

Capital Infrastructure

- Transit station improvements including plazas, station access, pocket parks, parking facilities
- Local streets and road improvements including streetscape projects associated with high density developments and near transit facilities with sample elements such as pedestrian street lighting, bulb outs, crosswalk and sidewalk improvements, new striping for bicycle lanes and road diets, way finding signage and bus shelters.
- Bicycle and pedestrian improvements including bikeways and bike-transit facilities, bicycle/pedestrian paths and bridges, safe routes to transit, bicycle parking.
- Park-and-ride facility improvements
- Passenger rail station access and capacity improvements
- Development and implementation of transit priority treatments on local roadways
- Equipment and rolling stock such as equipment that is attached to a facility and integral to the benefit of the facility (i.e. EV charging stations)

Non-infrastructure

- Planning studies
- Feasibility or scoping only studies for capital projects
- Transit and shuttle operations
- Transit incentive programs (including fare-based)

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- Safety education, training, enforcement, and promotional programs

INELIGIBLE PROJECTS

- Vehicle purchases and vehicle maintenance
- Studies that extend beyond Alameda County other than to establish contributing impacts
- Routine maintenance of capital facilities
- Promotional program giveaways including food, etc.
- Transit and shuttle operations must not directly duplicate existing services, but may enhance services and should be coordinated with existing services and transit operators to the extent feasible.

OTHER REQUIREMENTS

- Shuttle operations will be limited to a maximum award of $500,000 per year, and will require a 75 percent (75%) match.
- Plans and Studies will be limited to a maximum award of $100,000, and will require a 50 percent (50%) match.

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SECTION 5
PROGRAMMING/ALLOCATION GUIDELINES FOR
2000 MEASURE B, 2014 MEASURE BB, AND VEHICLE REGISTRATION FEE
FREIGHT AND ECONOMIC DEVELOPMENT PROGRAM

PROGRAM SUMMARY

The Freight and Economic Development Program includes discretionary funding from the 2014 Measure BB Program, which aims to develop innovative approaches to moving goods in a safe and healthy environment in support of a robust economy.

The 2014 Measure BB funds shall be expended in accordance with the requirements of the expenditure plan.

FUND SOURCES

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. One percent (1%) of the net revenue collected is dedicated to funding improvements that support moving goods in a safe and healthy environment in support of a robust economy as part of the Traffic Relief on Highways Type (Highway Program) included in the 2014 TEP.

Funds will be periodically distributed by Alameda CTC for projects with proven abilities to accomplish the goals listed below:

- Enhance the safe transport of freight by truck or rail in Alameda County, including projects that reduce conflicts between freight movement and other types of transportation
- Improve reduction of greenhouse gas production in the transport of goods
- Mitigate environmental impacts of freight movements on residential neighborhoods
- Enhance coordination between the Port of Oakland, the Oakland Airport, and local jurisdictions for the purposes of improving the efficiency, safety, and environmental impacts of freight operations

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PROGRAMMING AND ALLOCATION PRIORITIES

The Freight and Economic Development Program seeks to award projects that advance freight related goals identified in the Countywide Goods Movement Plan and as identified in the 2014 TEP. The programming and allocation primary priority shall be towards projects that contribute significantly to furthering countywide safety and coordination of goods movement. In general, competitive projects are those that enhance safety and connectivity of freight services from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Projects in the Expenditure Plans:** Priority consideration is given to projects that are identified in the Transportation Expenditure Plans. Funding from this category will be done in coordination with the Highway Program in the following section to support related transportation projects and corridor investments, where applicable.

2. **Measure BB Capital Program Delivery Plan:** Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.

3. **Projects aligned with needs established in the Goods Movement Plan**: Priority consideration is given to projects that align with the modal priorities and needs as established in the Countywide Goods Movement Plan.

4. **Reduce conflicts:** Priority consideration is given to projects that reduce conflicts between goods movement, passenger transportation, and local communities, and that improve safety.

5. **Improve goods mobility and economic development:** Priority consideration is given to projects that positively affect truck mobility and accessibility.

6. **Enhance coordination:** Priority consideration is given to projects that mitigate impacts on neighborhoods and enhance coordination between freight distribution centers.

ELIGIBLE PROJECTS

Eligible projects include improvements that accomplish the program's objective to improve mobility and coordination of freight and goods to and from Alameda County. Projects must directly address a specific freight coordination issue or goods movement need.

The Freight and Economic Development program will be available for projects that include, but are not limited to the following:

- Highway interchange improvements that address freight or passenger delays

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- Technology programs that address smart operations and deliveries
- Rail infrastructure capacity improvements on freight rail lines
- Gateway infrastructure improvements
- Impact reduction programs
- Local truck route enhancements
- Goods movement planning support
- Quiet Zone Improvements
- Airport Facilities
- Truck vehicle parking
- Truck/port/freight/operations

INELIGIBLE PROJECTS

- Projects that do not directly benefit or facilitate freight and goods movement in Alameda County.
- Projects that do not meet the goals and objectives of this program.
- Freight related projects funded by Alameda CTC must not have the direct purpose or intent to increase the overall capacity to facilitate the transportation of coal in bulk.

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SECTION 6
PROGRAMMING/ALLOCATION GUIDELINES FOR
2014 MEASURE BB
HIGHWAY PROGRAM

PROGRAM SUMMARY

The Highway Program seeks to implement projects as identified in the Measure BB 2014 Transportation Expenditure Plan (2014 TEP). The expenditure plan identifies specific highway and freight corridors and improvements on I-80, SR-84, I-580, I-680, and I-880 that would address infrastructure gaps and facilitate greater access, congestion relief and goods movement. The 2014 TEP identifies specific projects for each of the highway corridors in the amount of $600M, with an additional one percent (1%) of net revenue or approximately $77M specifically targeted towards improvements that improve goods movement. Projects were based on project readiness, local priority, and the ability to leverage current investment and funds. Alameda CTC aims to prioritize the specific investments that demonstrate an ability to move forward in project implementation and delivery. A number of eligible projects, or candidate projects will be selected for funding based on their contribution to maximizing the connectivity, reliability, and efficiency of the transportation system, while also providing congestion relief and facility improvements.

FUND SOURCES

2014 Measure BB

Measured BB, approved by Alameda County in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 TEP outlines projects and programs that will be funded with the sales tax revenues. The 2014 TEP identifies $600 million for specific highway capital improvements with an additional one percent (1%) of net revenue or approximately $77 million, targeted specifically for the Freight and Economic Development Program that supports goods movement related improvements.

Funds will be periodically distributed by Alameda CTC for projects that will make the existing highway system safer, more efficient, and effective by:

- Removing bottlenecks at interchanges and other hot spots
- Improving efficiency by providing HOV/HOT/Express Lanes and operational improvements, and integrating Intelligent Transportation System (ITS) strategies
- Providing connectivity/accessibility between goods, markets, and employment centers
- Complementing other modes of transportation and integrating complete street features
- Completing gaps in the system
- Improving air quality by reducing pollution and greenhouse gas emissions

The 2014 Measure BB funds shall be expended in accordance with the requirements of the expenditure plan.

PROGRAMMING AND ALLOCATION PRIORITIES

The Highway Program seeks to award projects that improve the safety and efficiency of Alameda County's highway system, as specifically identified in the 2014 TEP. The programming and allocation primary priority shall be towards projects that contribute significantly towards addressing safety, access and infrastructure gaps, while also furthering countywide efficiencies and coordination of goods movement. In general, competitive projects are those that enhance safety and connectivity of freight services from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Projects in the Expenditure Plans:** Priority consideration is given to projects that are identified in the 2014 TEP and earmarked for certain Measure BB amounts. Priority consideration is provided to projects that are specifically named or referenced in the group category and that have already started various project development phases such as scoping, preliminary engineering, design, and environmental.

2. **Improve Safety:** Priority consideration is given to projects that improve safety among vehicles, bicycles and/or pedestrians, on major truck routes, and the safety of maintenance and operational workers.

3. **Measure BB Capital Program Delivery Plan:** Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.

4. **Improve mobility and provide congestion relief:** Priority consideration is given to projects that positively affect transportation mobility and accessibility. This includes the removal of bottlenecks at the interchange locations and other hot spots identified, improving efficiency by providing additional capacity via HOV/HOT/Express and operational improvements, and reducing travel times (peak hour vehicle delays and average vehicle delays).

5. **Enhance Connectivity/Access Improvements**: Priority consideration is given to projects that provide connectivity and accessibility between goods and markets, ports, major businesses and employment centers

6. **System Reliability:** Priority consideration is given to projects that maximize connectivity, and provide congestion relief, gap closures, and contribute to improving environmental conditions i.e. air quality.

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ELIGIBLE PROJECTS

Eligible projects include improvements that accomplish program's objectives to improve efficiency, remove bottlenecks, and increase access on the highway system to and from Alameda County. The Highway Program funds will be available for projects that include, but are not limited to the following:

- Highway projects and corridors identified in the 2014 TEP from the following investment categories:
  - I-80 Improvements
  - I-580 Improvements
  - I-680 Improvements
  - I-880 Improvements
  - I-880 Improvements
  - SR-84 Improvements
- Highway related improvements that provide congestion relief, increase safety, access, and enhances mobility of vehicles and goods movement operations.

INELIGIBLE PROJECTS

- Projects that do not directly benefit transportation in Alameda County.
- Projects that do not have a direct nexus or beneficial impact to the identified highway corridors.
- Projects that do not meet the goals and objectives of this program.
- Freight related projects funded by Alameda CTC must not have the direct purpose or intent to increase the overall capacity to facilitate the transportation of coal in bulk.

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SECTION 7
PROGRAMMING/ALLOCATION GUIDELINES FOR
2000 MEASURE B AND 2014 MEASURE BB
PARATRANSIT DISCRETIONARY GRANT PROGRAM

PROGRAM SUMMARY

The Paratransit Discretionary Grant Program includes the discretionary funding from the 2000 Measure B and the 2014 Measure BB paratransit programs as a unified grant program. The 2000 Measure B and 2014 Measure BB funds shall be expended in accordance with the requirements of the guiding expenditure plans.

FUND SOURCES

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that supports multiple projects and programs to improve the County's transportation system. Collections began on April 1, 2002 and will continue through March 30, 2022. The 2000 Measure B Transportation Expenditure Plan (2000 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. A total of 10.45 percent (10.45%) of net MB revenue is directed towards projects intended for seniors and people with disabilities (Paratransit). The 10.45 percent (10.45%) is further split, as follows:

- 9.02 percent (9.02%) of net revenues are Direct Local Distributions (DLDs) to Alameda County cities, County and Transit Operators as follows:
    - 5.63 percent (5.63%) are DLDs directed towards the East Bay Paratransit Consortium (AC Transit and BART) for Americans with Disabilities Act (ADA) mandated paratransit services; and
    - 3.39 percent (3.39 %) are DLDs directed towards Alameda County cities and County for paratransit services based on a funding formula with population and other factors. The formula is recommended by the Alameda CTC's Paratransit Advisory and Planning Committee (PAPCO) and approved by the Commission.
- 1.43 percent (1.43%) of net revenues are distributed on a discretionary basis, based on a funding recommendation by PAPCO and approved by the Commission. Funds in this category includes use for countywide paratransit programs administered by the Alameda CTC.

2014 Measure BB

Measure BB, approved by Alameda County voters in 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects that will be funded with the sales tax revenues. Ten percent (10%) of net revenue collected is dedicated to paratransit projects targeted towards seniors and people with disabilities (Paratransit), as follows:

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- Six percent (6%) of net revenue is directed towards the East Bay Paratransit Consortium (AC Transit and BART) for ADA-mandated services.
- Three percent (3%) of net revenue are DLDs directed towards Alameda County cities and County for paratransit services, as follows:
    - A funding formula based on the percentage of the population over age 70 in each of four planning areas; and
    - Funds can be further allocated within each planning area to the individual cities based on a formula recommended by PAPCO and approved by the Commission.
- One percent (1%) of net Measure BB revenues are administered by the Alameda CTC and directed towards coordinating services across jurisdictional lines or filling gaps in the system to meet the mobility needs of seniors and people with disabilities. Funds in this category includes use for countywide paratransit programs administered by the Alameda CTC.

PROGRAM GOALS

Discretionary grant funding will be focused on mobility management types of activities that improve consumers' ability to access services, improve coordination between programs, and/or address gaps in the transportation system. The Program is designed to complement DLD funding which is dedicated to more traditional trip-provision services (e.g. taxi subsidies, door-to-door services, etc.). Mobility management activities aim to:

- Enhance people's travel options and access to services
- Promote awareness and education
- Effectively communicate/disseminate information to the public
- Improve coordination and partnerships
- Address critical gaps in the transportation system for seniors and people with disabilities
- Encourage seniors and people with disabilities who are able to use fixed-route public transit to do so
- Meet needs cost effectively and efficiently

Capital improvements and equipment purchases are also eligible if directly related to the implementation of mobility management and meet other criteria, e.g. transit stop improvements that support improving access to public transit for seniors and/or people with disabilities.

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PROGRAMMING AND ALLOCATION PRIORITIES

Priority (in no particular order) is given to projects as follows:

1. **Identified in a Countywide or Regional Plan or Assessment:** Identified as a countywide and/or regional priority in a relevant plan or needs assessment such as the Alameda Countywide Transit Plan, Assessment of Mobility Needs of People with Disabilities and Seniors in Alameda County (Alameda County Needs Assessment), MTC Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) or other relevant countywide or regional plan or needs assessment.
2. **Multi-jurisdictional Projects:** Identified projects that provide service across jurisdictional boundaries.
3. **Projects that provide critical, same-day accessible transportation service throughout Alameda County.**
4. **Other priorities** as recommended by PAPCO: PAPCO may periodically recommend other Program funding priorities.

ELIGIBLE PROJECTS

- **Mobility Management Type Programs**
  - Travel training
  - Trip planning assistance to improve access
  - One-Call/One-Click type programs
  - Volunteer driver programs
  - Coordination of service provision at the planning area level or countywide (separate from the cost of traditional trip provision, e.g. the administration costs for a planning area-wide program)
  - Transportation programs that fill unique and/or critical needs and gaps that are not filled through traditional trip-provision models

- **Capital Projects/Procurement**
  - Capital improvements and equipment purchases are eligible if directly related to the implementation of a project within an eligible category, including but not limited to:
    - Transit stop improvements that support improving access to public transit for seniors and/or people with disabilities
    - Accessible vehicle and equipment purchase
    - Capital projects to improve accessibility at shuttle stops.

This funding is not intended for ADA-mandated or City-based services that would traditionally be funded through DLD allocations. Sponsors are encouraged to submit programs that will benefit more than one city or otherwise illustrate advancement of coordination and mobility management goals.

Eligible projects must conform to the Commission-adopted *Implementation Guidelines for Paratransit Programs funded through Measure B and Measure BB*.

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Refer to the *Implementation Guidelines for Paratransit Programs* for detailed eligibility requirements and service descriptions here: http://www.alamedactc.org/app_pages/view/19025.

INELIGIBLE PROJECTS

- Projects that do not conform to the Commission-adopted *Implementation Guidelines for Paratransit Programs funded through Measure B and Measure BB*.
- Capital projects, programs, maintenance, or operations that do not directly improve paratransit services.
- Using Program funds to replace/supplant other secured funding.

EVALUATION FRAMEWORK

PAPCO has historically supported projects and programs that:

- Demonstrate effectiveness at meeting mobility management goals
- Project sufficient demand for the program/service/project
- Are ready for implementation
- Provide service across jurisdictional boundaries
- Demonstrate coordination and collaboration with other service providers in their planning area
- Are effective, according to adopted performance measures and past performance (where applicable) or projected performance supported by substantive evidence of potential for success
- Are cost effective
- Leverage funds (including DLD reserves)
- Have been identified as a priority in relevant countywide or regional plans or needs assessments such as the Alameda Countywide Transit Plan, the Alameda County Needs Assessment, or the Coordinated Plan
- Support equitable distribution of resources throughout the County

PROGRAM REQUIREMENTS

Applicants should review requirements in the full CIP guidelines.

Maximum Grant Size

The maximum grant size is $500,000; there is no minimum grant size.

Minimum Matching Requirements

Minimum Matching requirements for applicants are as follows:

- Programs: 12% local match for DLD recipients, and 5% for non-DLD recipients.
- Plans and Studies: 50% local match
- Shuttle and transit operations: 50% local match
- “In-kind” costs are not eligible.

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- Matching funds must be expended concurrently and proportionally to the Alameda CTC's administered funds allocated to the phase for the project.
- DLD recipients must demonstrate a commitment to using their DLD reserves and new Measure BB DLD funds.
- Matching funds contributed to a project beyond the minimum required level may increase the competitiveness of the application.

Letter(s) of Support

All applicants must work in coordination with other service providers in their planning area. To demonstrate this support:

- Applicants must describe how they are coordinating with local jurisdictions, transit agencies, and non-profit organizations to fill service gaps and complement existing services.
- Non-profit organizations are required to provide a letter(s) of support from a local agency and/or transit provider to confirm service coordination and project support.
- All applicants are encouraged to provide letters from partners to demonstrate community support and coordination.

To establish partnerships, contact information for Measure B and Measure BB recipients of paratransit Direct Local Distribution (DLD) funds can be accessed at http://accessalameda.org/category/cities/.

Monitoring and Performance Measures

- Progress reports will be required every six (6) months illustrating program/project progress and funds spent.
- Applicants must identify program/project goals, deliverables, and performance measures that will be reported on in these progress reports.

RESOURCES

Resources for the CIP call for project nominations, including a link to the online application can be accessed from the Alameda CTC's website at: http://www.alamedactc.org/app_pages/view/19025.

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SECTION 8
PROGRAMMING/ALLOCATION GUIDELINES FOR
2014 MEASURE BB AND VEHICLE REGISTRATION FEE
TECHNOLOGY, INNOVATION, AND DEVELOPMENT PROGRAM

PROGRAM SUMMARY

The Technology, Innovation, and Development Program includes the discretionary funding primarily from the 2014 Measure BB. However, funds identified for the Vehicle Registration Fee (VRF) Local Technology Program may be made available upon availability, at the discretion of the Alameda CTC, to meet the overall goals of the Technology, Innovation, and Development Program. Projects funded through the program shall support innovative development and application of technologies that enhance the performance of a multimodal transportation system.

The 2014 Measure BB and VRF funds shall be allocated and expended in accordance with the requirements of their respective expenditure plans.

FUND SOURCES

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects that will be funded with the sales tax revenues. One percent (1%) of the net revenue collected is dedicated to funding innovative approaches to meet the County's transportation vision, emphasizing the use of new and emerging technologies to better manage the transportation system. Successful models will receive the first priority for funding from this category.

Funds will be distributed periodically by Alameda CTC for projects with proven abilities to accomplish the goals listed below:

- Increase utilization of non-auto types of transportation or to increase the occupancy of autos with the goal of reducing congestion, air pollution, and greenhouse gas production.
- Reduce transportation-related greenhouse gases through the utilization of a cleaner vehicle fleet including alternative fuels and/or locally produced energy.
- Use demand management strategies designed to reduce congestion, increase use of non-auto transportation, manage existing infrastructure and reduce greenhouse gas emissions.
- Inform consumers of their transportation choices and improve the efficiency or effectiveness of the county's transportation system.

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- Manage parking supply to improve availability and utilization, and to reduce congestion and greenhouse gas production.
- Support environmental mitigation for transportation projects including land banking.

Grant awards will emphasize demonstrations or pilot projects which can leverage other funds.

Vehicle Registration Fee

Measure F, approved by Alameda County in November 2010, authorizes a ten dollar ($10) per year vehicle registration fee. Collections for the VRF Program began in May 2011. The Measure F Transportation Expenditure Plan outlines projects that will be funded with VRF receipts. The goal of the VRF program is to support transportation investments that maintain and improve the County's transportation network and promotes the reduction of vehicle-related emissions through congestion relief, alternative transportation, or innovative transportation strategies.

Five percent (5%) of net VRF funds are dedicated to the VRF Local Transportation Technology Program. This program aims to improve the performance of road, transit, pedestrian and bicyclist technology applications, and would accommodate emerging vehicle technologies such as electric and plug-in-hybrid vehicles. On January 23, 2014, the Alameda CTC adopted a VRF Local Transportation Technology Program Policy to direct the administration of the Local Transportation Technology Program as a Direct Local Distribution (DLD) program to the Alameda CTC. The goal of this policy is to create a reliable source of funding to support ongoing operational requirements and cost incurred by the Alameda CTC for technology related capital investments that benefit traffic corridors in Alameda County such as the "Smart Corridors Program" and other significant countywide technology programs implemented by the Alameda CTC.

PROGRAMMING AND ALLOCATION PRIORITIES

The Technology, Innovation, and Development Program seeks to award projects that contribute significantly to furthering countywide technological advancement and innovation related enhancing the transportation system through new and emerging research, assets, capital investments, applications, and technological based transportation strategies. In general, competitive projects are those that serve more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Capital Infrastructure**: A minimum of 70 percent (70%) of available program funds in a given programming cycle will be specifically allotted to capital projects for infrastructure investments.

2. **Non-infrastructure**: Up to 30 percent (30%) of available program funds in a given programming cycle may be used for non-infrastructure improvements program operations, shuttle operations, plans, and studies.

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3. **New and Innovative Approaches**: Priority consideration is given to projects and programs that employ "out-of-the box" approaches to improving the transportation infrastructure and transit services.

4. **Regional projects in the Expenditure Plans**: Priority consideration is given to regional projects that are identified in the transportation expenditure plans. Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.

5. **Increase transit access and ridership**: Priority consideration is given to projects and programs that promote access, use, and connectivity to the transit system and services in Alameda County and throughout the region, by identifying mobility-enhancing practices and technologies that promote multi-modal connectivity, provide transportation options, and improve the transit user's experience.

6. **Asset Innovation and Management**: Priority consideration is given to projects and programs ("projects") that identify innovative and sustainable use of transit vehicles, transit operations, and services including the employment of new technologies or technology-based strategies and partnerships.

7. **Enhance Efficiency of moving people and goods**: Priority consideration is given to projects that create greater mobility and reliability of the transportation system through the application of innovative technologies and practices that create sustainable movement of people and goods that increase economic vitality for the county.

8. **Increase in Safety**: Priority consideration is given to projects that increase safety of the transportation system through safety-enhancing practices, technologies, and programs.

ELIGIBLE PROJECTS

Eligible projects include planning, development, implementation, and maintenance of technology that will best serve Alameda County's transportation goals

Technology, Innovation, and Development Program funds will be available for projects that include, but are not limited to the following:

- Development, installation, operations, monitoring and maintenance of local street and arterial transportation management technology such as the "Smart Corridors Program", traffic signal interconnection, transit and emergency vehicle priority, advanced traffic management systems and advanced traveler information systems
- Infrastructure for alternative vehicle fuels such as electric and plug-in-hybrid vehicle stations

- New or emerging transportation technologies that provide congestion or pollution mitigation
- Technology implementation to improve freight system infrastructure, reliability, and/or to reduce community or environmental impacts related to freight improvements.
- Advanced signal technology for walking and bicycling
- Traveler information systems
- Advanced safety systems including infrastructure improvements that support vehicle-to-vehicle and vehicle-to-infrastructure communication, technologies associated with autonomous vehicles, and other collision avoidance technologies
- Mobile applications that facilitates greater transportation access, car sharing, and user ability (enhanced information availability, connectivity to transit, user experience).
- Advanced public transportation technologies that assist public transportation operators or other shared mobility entities in managing and optimizing public transportation and mobility services. This includes remote fleet monitoring systems, coordinated communication systems, and applications that support transit connectivity, data collection, information sharing, and mobility sharing.

INELIGIBLE PROJECTS

- Projects that do not directly benefit or are inaccessible to the public.
- Projects that do not meet the goals and objectives of this program.
- Freight related projects funded by Alameda CTC must not have the direct purpose or intent to increase the overall system capacity to facilitate the transportation of coal in bulk, pursuant to Government Code Section 14525.3.

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SECTION 9
PROGRAMMING/ALLOCATION GUIDELINES FOR
2000 MEASURE B, 2014 MEASURE BB, AND VEHICLE REGISTRATION FEE
TRANSIT PROGRAM

PROGRAM SUMMARY

The Transit Program includes the combined discretionary funding from the 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee (VRF) Express Bus and Transit. This program aims to support create, expand and enhance access to transit through capital infrastructure investments, service operations, and innovative transit projects. The 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee funds shall be expended in accordance with the requirements of their respective expenditure plans.

FUND SOURCES

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that that supports multiple investments to improve the County's transportation system. Collections began in April 1, 2002 and will continue through March 30, 2022. The 2000 Measure B Transportation Expenditure Plan (2000 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. 0.7 percent (0.7%) of the net revenue collected is dedicated to express bus service projects. The goal of the Express Bus Grant Program is to create, expand, and enhance express bus services, focusing on projects with countywide significance. Measure B funds will be available to fund eligible AC Transit and LAVTA projects only.

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects ("projects") that will be funded with the sales tax revenues. 2.24 percent (2.24%) of the net revenue collected is dedicated to funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this funding category.

Vehicle Registration Fee

Measure F, approved by Alameda County voters in November 2010, authorizes a ten dollar ($10) per year vehicle registration fee. Collections for the VRF Program began in May 2011. The Measure F Transportation Expenditure Plan outlines projects that will be funded with VRF receipts. The goal of

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the VRF program is to support transportation investments that maintain and improve the County's transportation network and promote the reduction of vehicle-related emissions through congestion relief, alternative transportation, or innovative transportation strategies. Twenty-five percent (25%) of the VRF funds are dedicated to the VRF Transit for Congestion Relief Program. The goal of the program is to make it easier for drivers to use public transportation, make the existing transportation system more efficient and effective, improve access to schools and jobs, decrease automobile usage and air pollution, and to provide countywide congestion relief.

PROGRAMMING AND ALLOCATION PRIORITIES

The Transit Program seeks to award projects that advance transit related goals identified in the Countywide Transit Plan and as identified in the Measure B, Measure BB, and VRF expenditure plans. The programming and allocation primary priority shall be towards projects that contribute significantly to furthering countywide access to and expansion of transit services. In general, competitive projects are those that serve residents from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Capital Infrastructure**: A minimum of 70 percent (70%) of available program funds in a given programming cycle will be specifically allotted to capital infrastructure investments.

2. **Non-infrastructure**: Up to 30 percent (30%) of available program funds in a given programming cycle may be used for non-infrastructure improvements including program operations, shuttle operations, plans, and studies.

3. **Increase transit access and ridership**: Priority consideration is given to transit projects that promote access, use, and connectivity to transit services and the transit system in Alameda County and throughout the region.

4. **Regional projects in the Expenditure Plans**: Priority consideration is given to regional projects that are identified in the expenditure plans and Countywide Transit Plans (CTP).

5. **Projects aligned with needs established within the Transit Plan**: Priority consideration is given to projects that align with the goals and investment priorities within the Alameda CTC's Transit Plan or similar long-range planning studies.

6. **Reliability of Service Operations**: Priority consideration is given to projects that address regionally significant transit issues and maintain and improve reliability, frequency, and cost effectiveness of operational services.

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7. **Express Bus Services**: Priority consideration is given to Express Bus Services that have countywide significance. In general, projects must service residents from more than one specific area or jurisdiction in Alameda County, or demonstrate how more than one area is served as a result of transit connections that go beyond one planning area.
   Express Bus Service is defined as either:
   a. Service within zones with a defined pick-up area, nonstop express bus service, and a defined drop-off zone, or
   b. Service that provides a simple route layout, has frequent service and fewer stops than regular fixed route service, and may include level boarding, bus priority at traffic signals, signature identification of rapid bus such as color-coded buses, stops, and enhanced stations.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance transit access, convenience, and service operations in Alameda County. Alameda CTC's evaluation process will consider the balance of all project types, and prioritize improvements relative to each other (i.e. capital projects to capital projects, operations to operations, study to study), as feasible and practical.

Transit Program funds will be available for projects that include, but are not limited to the following:

- Transit service expansion and preservation to provide congestion relief, such as express bus service in a congested area
- Development and implementation of transit priority treatments on local roadways
- Student transit pass programs identified through the affordable student transit program with models benefiting junior and high school youth riders
- Investments to improve the speed and reliability of transit operations
- Park-and-ride facility improvements
- Increased usage of clean transit vehicles
- Increased usage of low-floor transit vehicles
- Passenger rail station access and capacity improvements
- Routine bus maintenance
- Feasibility or scoping only studies for capital projects
- Safe routes to school operations
- Safety education, enforcement, and promotional programs
- Transit incentive programs (including fare-based)
- Express Bus Services including capital expenses and operations. Ongoing funding for express bus service operations is limited to transit operations that would otherwise be eliminated or encounter service cuts due to severe budget shortfalls.

INELIGIBLE PROJECTS

- Routine bus maintenance

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- Funding to replace funds for existing ongoing programs or transit operations
- Transit and shuttle operations must not directly duplicate existing services, but may enhance services and should be coordinated with existing services and transit operators to the extent feasible.

OTHER REQUIREMENTS

- Ongoing funding service operations is limited to operations that would otherwise be eliminated or encounter service cuts due to severe budget shortfalls.

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SECTION 10
PROGRAMMING/ALLOCATION GUIDELINES FOR
2000 MEASURE B
TRANSIT CENTER DEVELOPMENT PROGRAM

PROGRAM SUMMARY

The Transit Center Development Program (TCD) aims to support create, expand and enhance access to transit through capital infrastructure investments, service operations, and innovative transit projects.

Transit Center Developments refers to priority development areas (PDAs), transit villages, or transit-oriented designs, a mixed-use residential or commercial area designed to maximize access to public transportation. The California Department of Transportation defines TCD or Transit Oriented Development (TOD) as "moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitates transit use." The 2000 Measure B funds shall be expended in accordance with the requirements of the expenditure plan.

FUND SOURCE

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that that supports multiple projects to improve the County's transportation system. Collections began in April 1, 2002 and will continue through March 30, 2022. The 2000 Measure B Transportation Expenditure Plan (2000 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. Approximately 0.19 percent (0.19%) of the net revenue collected is dedicated to the TCD Program. The goal of the TCD Program is to encourage transportation development near transit centers to facilitate and support the growth of transit-oriented developments.

PROGRAMMING AND ALLOCATION PRIORITIES

The TCD Program seeks to award projects that advance TOD projects, and as identified in the 2000 TEP. The programming and allocation primary priority shall be towards projects that contribute significantly to facilitating residential and retail development near transit centers, and PDAs. In general, competitive projects are those that serve residents from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Support for Transit Oriented Developments or Priority Development Areas**: Priority consideration is given to activities that promote access, use and connectivity of transportation infrastructure that provides direct access to mixed use developments and housing near major transit facilitates in Alameda County.

2. **Consistent with the Expenditure Plan**: Priority consideration is given to projects that encourage the development of transit centers per the expenditure plan.

3. **Technical Assistance Program**: Priority consideration is given to a technical assistance program administered by the Alameda CTC, known as the Sustainable Communities Technical Assistance Program (SC-TAP), which supports jurisdictions in their technical planning efforts to complete studies and plans in a variety of topics that help advance TOD projects.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance the development of transit centers and transit-oriented communities in Alameda County. The program goal is to fund projects that will best serve the County. Alameda CTC's evaluation process will consider the balance of all project types, and prioritize improvements relative to each other (i.e. capital projects to capital projects, operations to operations, study to study), as feasible and practical.

TCD Program funds will be available for projects that include, but are not limited to the following:

- Capital infrastructure projects that support access to and from transit villages
- PDA planning and implementation of projects
- Studies and plans, including technical assistance programs that address multimodal access and complete streets implementation, streetscape and urban design work, and implementation of transit communities, priority development areas, and the associated components
- Consultant services (through a technical assistance program) to complete specific planning, environmental review, and project development tasks

INELIGIBLE PROJECTS

- Project activities that do not support the development or implementation of transit-oriented developments or to priority development areas

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SECTION 11
PROGRAMMING/ALLOCATION GUIDELINES FOR
TRANSPORTATION FUND FOR CLEAN AIR (TFCA)
COUNTY PROGRAM MANAGER FUND PROGRAM

PROGRAM SUMMARY

The Transportation Fund for Clean Air (TFCA) County Program Manager (CPM) Fund is funding made available by the Bay Area Air Quality Management District (Air District) from revenue that is generated by a regional four-dollar vehicle registration fee. TFCA funded projects are to result in the reduction of motor vehicle emissions and achieve "surplus" emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, signal timing and vehicle trip reduction programs.

As the designated TFCA CPM for Alameda County, the Alameda CTC is responsible for programming 40 percent (40%) of the four-dollar ($4) vehicle registration fee that is collected in Alameda County for this program. TFCA funds shall be expended in accordance with the requirements of the Air District's current TFCA CPM Policies, the Air District's adopted county expenditure plans and the provisions set forth in the annual TFCA CPM Master Funding Agreement between the Alameda CTC and the Air District.

FUND SOURCE

Transportation Fund for Clean Air
Pursuant to the 1988 California Clean Air Act, the Air District is required to periodically adopt a Clean Air Plan (CAP), which describes how the region will work toward compliance with State and federal ambient air quality standards and make progress on climate protection. To reduce emissions from motor vehicles, the CAP includes transportation control measures (TCMs) and mobile source measures (MSMs). A TCM is defined as any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions. MSMs encourage the retirement of older, more polluting vehicles and the introduction of newer, less polluting motor vehicle technologies.

To fund the implementation of TCMs and MSMs, the State Legislature, through AB 434 (Sher; Statutes of 1991) and AB 414 (Sher, Statutes of 1995), authorized the Air District to collect a fee of up to four dollars ($4) per vehicle per year, for reducing air pollution from motor vehicles and for related planning and programs. This legislation requires the Air District to allocate 40 percent (40%) of the revenue to an overall program manager in each county. The overall program manager must

be designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population.

AB 414 references the trip reduction requirements in the Congestion Management Program (CMP) legislation and states that Congestion Management Agencies (CMAs) in the Bay Area that are designated as AB 434 program managers "shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of this chapter (the CMP Statute)." The Air District has interpreted this language to allow a wide variety of transportation control measures as now eligible for funding by program managers, including an expansion of eligible transit, rail and ferry projects.

AB 414 also adds a requirement that designated county program managers adopt criteria for the expenditure of the county subventions and to review the expenditure of the funds. The content of the criteria and the review were not specified in the bill. However, the Air District has specified that any criteria used by a Program Manager must allocate TFCA funding to projects that are: 1) eligible under the law, 2) reduce motor vehicle emissions, 3) implement the relevant TCMs and/or MSMs in the Air District's most recently approved CAP, and 4) are not planning or technical studies.

PROGRAMMING AND ALLOCATION PRIORITIES

The Air District annually adopts policies for the TFCA CPM Fund. The current Air District TFCA CPM Policies further define eligible projects and establish criteria for calculating emissions reductions (i.e., TFCA cost-effectiveness). Projects that are authorized by HSC Section 44241 and achieve TFCA cost-effectiveness, but do not fully meet the Air District's current TFCA CPM policies are subject to Air District approval on a case-by-case basis.

Only projects that result in the reduction of motor vehicle emissions are eligible for TFCA funding. Projects must achieve surplus emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations at the time of the execution of a project-specific fund transfer agreement between the Alameda CTC and the Project Sponsor.

General Program Structure

As the designated CPM for Alameda County, the Alameda CTC is allocated 40 percent (40%) of the funds collected in Alameda County for this program. The Air District will advance these funds to the Alameda CTC in semi-annual installments each fiscal year. The Alameda CTC must fully program the TFCA revenue received each year within the Air District's allowable time period. Any unallocated funds may be reallocated by the Air District. The Alameda CTC will prepare an annual TFCA CPM Fund Estimate, as follows:

- A maximum of 6.25 percent (6.25%) of the annual revenue will be used directly by the Alameda CTC for program implementation and administration.
- The remaining 93.75 percent (93.75%) of funds will be distributed as follows:

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- 70 percent (70%) of funds will be segregated into population-based shares for the cities and County:
  - A minimum of $10,000 to each jurisdiction.
  - City population will be updated annually based on the State Department of Finance (DOF) estimates.
  - The Alameda CTC may choose to roll over a city or the county's annual 70 percent (70%) allocation for programming in a future year.
  - The Alameda CTC may also borrow against the rolled over allocations in order to program all available revenues.
  - Unused funds from cancelled or completed projects are returned to the Project Sponsor's share of the fund estimate and are available for reprogramming in a future cycle.
  - The Alameda CTC may also program against future TFCA revenue for projects that are larger than the annual funds available.
- The remaining 30 percent (30%) of funds are to be programmed to transit-related projects on a discretionary basis:
  - Projects competing for the 30 percent (30%) discretionary funds will be evaluated based on the total emissions reductions projected as a result of the project.
  - Project prioritization may consider the TFCA cost-effectiveness evaluation, the emissions reductions per total project dollar invested for the project and the matching funds provided by the Project Sponsor.
  - Unused funds from cancelled or completed transit discretionary projects are returned to the 30 percent (30%) share of the fund estimate for reprogramming in a future cycle.
  - The Alameda CTC may also program against future TFCA revenue for transit-related projects that are larger than the annual funds available.

ELIGIBLE PROJECTS

Consistent with the project types authorized under the California Health and Safety Code (HSC) Section 44241, projects eligible for TFCA funds include:

- Implementation of rideshare programs;
- Purchase or lease of clean fuel buses for school districts and transit operators;
- Provision of local feeder bus or shuttle service to rail and ferry stations and to airports;
- Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets";
- Implementation of rail-bus integration and regional transit information systems;
- Implementation of demonstration projects in telecommuting and in congestion pricing of highways, bridges and public transit;

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- Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to engine repowers (subject to Air District approval on a case-by-case basis), engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations;
- Implementation of smoking vehicles program;
- Implementation of an automobile buy-back scrappage program operated by a governmental agency;
- Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program; and
- Design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

INELIGIBLE PROJECTS

TFCA funds may not be used for:

- Planning activities that are not directly related to the implementation of a specific project;
- Routine maintenance;
- The purchase of personal computing equipment for an individual's home use;
- Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively for the grantee's employees; or
- Costs of developing TFCA grant applications.

OTHER REQUIREMENTS

TFCA Cost Effectiveness

The Air District requires the evaluation of projects proposed for and completed with TFCA funding for TFCA cost-effectiveness. The Alameda CTC will measure cost-effectiveness based on the ratio of the TFCA cost divided by the sum total tons of emissions (reactive organic gases (ROG), oxides of nitrogen (NOx), and weighted particulate matter ten microns in diameter and smaller "PM10") that are estimated to be reduced by the project. For the purpose of calculating the TFCA cost-effectiveness, the TFCA project cost is the sum of the requested TFCA CPM Funds and any secured TFCA Regional Funds. Air District-generated forms are used to calculate a cost effectiveness result of $ TFCA/ton. The Alameda CTC will only approve projects with a TFCA cost effectiveness, on an individual project basis, that is equal to or less than either: 1) the standard threshold of $90,000 of TFCA funds per ton of total ROG, NOx and weighted PM10 emissions reduced ($/ton), or 2) another threshold as identified in the current Air District TFCA CPM Policies for the project type. Project Sponsors are required to provide the Alameda CTC with the data necessary to evaluate projects for TFCA cost-effectiveness. This may include, but is not

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limited to, transit ridership, bicycle counts, verifiable survey data, vehicle data and results from comparable projects.

Attributes of Cost-Effective TFCA Projects

The following list includes the project attributes typically associated with successful candidate projects for TFCA funding:

- Project purchases or provides service using best available technology or cleanest vehicle (e.g., achieves significant petroleum reduction, utilizes vehicles that have 2010 and newer engines, is not a Family Emission Limit (FEL) engine, and/or have zero tailpipe emissions).
- Project is delivered or placed into service within one year and/or significantly in advance of regulatory changes (e.g., lower engine emission standards.).
- Project requests relatively low amount of TFCA funds; Grantee provides significant matching funds.
- Project is associated with a multi-modal transit center, supports high-density mixed-use development or communities.
- For vehicle trip reduction projects (e.g., bike facilities, shuttle/feeder bus service and ridesharing projects):
    - Project provides service to relatively large percent of riders/participants that otherwise would have driven alone over a long distance.
    - Project provides "first and last mile" connection to between employers and transit.
    - Service travels relatively short distances between start and end point/ and has relatively low mileage and a minimal amount of non-service miles. Shuttle operates on a route (service and non-service miles) that is relatively short in distance.
- For vehicle-based projects:
    - Vehicle has high operational use, annual mileage, and/or fuel consumption (e.g., taxis, transit fleets, and utility vehicles).
- For arterial management and smart growth projects:
    - Pre- and post-project counts demonstrate high usage and a potential to affect mode or behavior shift that reduces emissions.
    - Project demonstrates a strong potential to reduce motor vehicle trips by significantly improving mobility via walking, bicycling, and improving transit.
    - Project is located along high-volume transit corridors and/or is near major activity centers such as schools, transit centers, civic or retail centers.

TFCA Expenditure Period

TFCA funding is subject to a TFCA expenditure period. In general, the Air District TFCA CPM Policies allow for a two-year expenditure period unless a longer expenditure period is established at the time of programming. For projects that provide a service, such as ridesharing

programs and shuttle/feeder bus projects, the TFCA grant period is limited to not more than two (2) years for operations, except for bike share (Bay Area Bike Share) projects, which have a TFCA grant period of up to five (5) years. To receive TFCA funding in subsequent funding cycles, all operations projects must be re-evaluated for TFCA cost effectiveness based on the most current project data. The Alameda CTC may approve no more than two one-year extensions to the TFCA expenditure period. Subsequent extensions are granted on a case-by-case basis by the Air District.

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SECTION 12
PROGRAMMING/ALLOCATION GUIDELINES FOR
STP/CMAQ FUNDS
ONE BAY AREA GRANT (OBAG) PROGRAM

PROGRAM SUMMARY

The One Bay Area Grant Program (OBAG) is a federal funding program designed to support the implementation of Plan Bay Area, the region's first Sustainable Communities Strategy (SCS). The OBAG program continues to integrate the region's federal transportation program with California's climate statutes and the SCS, and contributes to the implementation of the goals and objectives of the Regional Transportation Plan.

Overall, the OBAG Program goals include:

- Support the SCS by linking transportation dollars to land use decisions,
- Target transportation investments to support Priority Development Areas (PDAs), and
- Further county's PDA Investment and Growth Strategy.

MTC's Resolution 4202 (December 2016) guides the OBAG Cycle 2 project selection criteria and programming policy, identifies revenue estimates, project categories, and general and county programming policies and deadlines.

MTC's Resolution 4505 states OBAG Cycle 3 funding distribution, eligibility requirements, and other programming policy requirements.

FUND SOURCES

OBAG funding is based on anticipated future federal transportation program apportionments of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funding from the recently passed Fixing America's Surface Transportation (FAST) Act and its predecessor, Moving Ahead for Progress in the 21st Century (MAP-21) Act. The STP and CMAQ programs are the primary federal funding sources distributed to regions for transportation and can fund a variety of project types, including public transit, bicycle and pedestrian and local road and highway projects.

Refer to MTC's website for specific OBAG information: https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bay-area-grant-obag-3

Additional information related to the programming of OBAG funds is available on the Alameda CTC website: http://www.alamedactc.org/app_pages/view/19025.

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SECTION 13
PROGRAMMING/ALLOCATION GUIDELINES FOR
STATE TRANSIT ASSISTANCE
PROGRAM

PROGRAM SUMMARY

State Transit Assistance (STA) funds are generated by the sales tax on diesel fuel, and the amount of money available for transit agencies varies from year to year based on the ups and downs of diesel prices. The State splits the STA program into two components:

Population-based funds: Metropolitan Transportation Commission receives STA based on our share of the population. The use of these funds is governed by MTC Resolution 4321 which established a STA County Block Grant Program whereby the nine Bay Area Congestion Management Agencies determine how to invest the funds in public transit services/projects.

Link to MTC Resolution 4321: https://mtc.ca.gov/sites/default/files/MTC_ResNo_4321_STA_Pop-Based_Funds.pdf

Operators have full discretion over the use of TDA and most of STA apportioned to them. Funds may be used by transit operators for both capital projects and transit operations. For most smaller transit agencies, TDA and STA are their main sources of operating funds.

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SECTION 14
PROGRAMMING/ALLOCATION GUIDELINES FOR
STATE TRANSPORTATION IMPROVEMENT PROGRAM

PROGRAM SUMMARY

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP is composed of two sub-elements: 75 percent of STIP funds go toward the Regional Transportation Improvement Program (RTIP) and 25 percent go to the Interregional Transportation Improvement Program (ITIP).

Alameda CTC adopts and forwards a program of RTIP projects to the Metropolitan Transportation Commission (MTC) for each STIP cycle. As the Regional Transportation Planning Agency for the nine-county Bay Area, MTC is responsible for developing the regional priorities for the RTIP. MTC approves the region's RTIP and submits it to the California Transportation Commission for inclusion in the STIP. The California Department of Transportation is responsible for developing the ITIP.

Principles for the Development of the Alameda County 2018 STIP Project List
(Previously approved October 26, 2017)

- It is anticipated that any new funding programmed in the 2018 STIP will be made available in FYs 2021/22 and 2022/23.
- Previously-approved commitments for STIP programming, included in the attached list, will be considered during the development of the 2018 STIP project list.
- Sponsors of currently programmed projects will be required to provide updated project scope, status, schedule, cost and funding information.
- Any project considered for funding must be consistent with the Countywide Transportation Plan and satisfy all STIP programming requirements.
- Projects recommended for STIP funding must demonstrate readiness to meet applicable STIP programming, allocation and delivery requirements and deadlines.
- Consideration of the following are proposed for the required project prioritization for the development of the 2018 STIP project list:
    - The principles and objectives set forth in the Alameda CTC Comprehensive Investment Plan;
    - Previous commitments for STIP programming approved by the Alameda CTC;
    - Projects that can leverage funds from other SB1 programs
    - The degree to which a proposed project, or other activity intended to be funded by transportation funding programmed by the Alameda CTC, achieves or

advances the goals and objectives included in the Countywide Transportation Plan;

- The degree to which a proposed project has viable project implementation strategies that are based on current project-specific project delivery information provided by applicants, including:
  - Readiness for the current/requested project delivery phase;
  - The status of environmental clearance;
  - The project cost/funding plan by phase;
  - The potential for phasing of initial segment(s) which are fully-funded and provide independent benefit; and
  - Potential impediments, i.e. risks, to successful project implementation in accordance with the proposed project delivery schedule.

Additional information related to the programming of the State Transportation Improvement Program is available on the Alameda CTC website: http://www.alamedactc.org/app_pages/view/19025.

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SECTION 15
PROGRAMMING/ALLOCATION GUIDELINES FOR
REGIONAL MEASURE 3 PROGRAM

PROGRAM SUMMARY

To help solve the Bay Area's growing congestion problems, the Metropolitan Transportation Commission (MTC) worked with the state Legislature to authorize a ballot measure that would finance a comprehensive suite of highway and transit improvements through an increase tolls on the region's seven state-owned toll bridges. Senate Bill 595 (authored by Sen. Jim Beall of San Jose) was passed by the Legislature and signed into law by Gov. Brown in fall 2017.

Toll revenues will be used to finance a $4.45 billion slate of highway and transit improvements in the toll bridge corridors and their approach routes.

Major projects in the RM 3 expenditure plan include new BART cars to accommodate growing ridership; extending BART's Silicon Valley service to Santa Clara; extending Caltrain to downtown San Francisco; expanding S.F. Muni's transit vehicle fleet; more frequent transbay bus service; interchange improvements in Alameda, Contra Costa and Solano counties; an expanded express lane network; expanded ferry service; a direct freeway connector from northbound U.S. 101 in Marin County to the Richmond-San Rafael Bridge; upgrades to relieve congestion in the Dumbarton Bridge corridor; improving State Route 37; extending the new SMART rail system to Windsor and Healdsburg and much more.

Voter approval of RM 3 raised tolls on the region's state-owned toll bridges by $1 beginning Jan. 1, 2019. Tolls will rise by another $1 in January 2022 with another $1 increase in January 2025. The 2019 increase marked the first toll hike on the seven state-owned bridges since 2010.

Link to Regional Measure 3 Expenditure Plan:
https://mtc.ca.gov/sites/default/files/Final_RM3_Expenditure_Plan.pdf

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ALAMEDA
County Transportation Commission

2022 Comprehensive Investment Plan Update

Appendix E

CIP Policies and Procedures



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Alameda County Transportation Commission

COMPREHENSIVE INVESTMENT PLAN
POLICIES AND PROCEDURES

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POLICY 1: PROCEDURES FOR PROGRAMMING AND ALLOCATIONS

POLICY: The Alameda County Transportation Commission (Alameda CTC) has programming and allocation authority for a variety of transportation fund sources. Programming and allocations shall be approved by Alameda CTC in accordance with the requirements of the individual fund source and with the standard procedures set forth herein.

Programmed funds in the Comprehensive Investment Plan (CIP) represent a commitment of funds to a Project Sponsor. Programmed funds are not available for expenditure unless and until Alameda CTC approves an allocation of the programmed amount. Only after allocation can funds be encumbered through funding agreements between Alameda CTC and the Project Sponsor, or for Alameda CTC-sponsored projects through contracts for costs to be incurred directly by Alameda CTC.

PURPOSE: Alameda CTC makes programming recommendations for the Alameda County shares of certain local, regional, state and federal funds. The purpose of this policy is to establish standard definitions and procedures by which Alameda CTC exercises its programming and allocation authority. The programming and allocation procedures for each of the fund sources within the purview of Alameda CTC are consolidated through the CIP to standardize the programming and allocation process to the extent practical for such fund sources, while maintaining compliance with the requirements for individual fund sources.

GUIDELINES: Programmed funds are adopted into the applicable programming document by the governing board of the agency or Commission with statutory authority for the administration of the fund program.

Alameda CTC administers the following local, voter-approved funding programs:

- The 1986 Measure B Program;
- The 2000 Measure B Program;
- The 2010 Vehicle Registration Fee Program; and
- The 2014 Measure BB Program.

The commitments from the local, voter-approved funding programs are established in the expenditure plans included in the ballot measure language for each program. The 1986 Measure B, 2000 Measure B, 2010 Vehicle Registration Fee and the 2014 Measure BB expenditure plans each include a set of commitments to fund the programs and projects listed in the plan. The Strategic Plan prepared for each of the individual funding programs confirms the funding commitments, allocated amounts, and the plan for future allocations. The Strategic Plan also functions to guide programming and

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allocation for the individual fund sources to priority transportation investments based on a set of guiding principles.

Alameda CTC also administers the programming and allocation process for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund in compliance with the requirements of the Bay Area Air Quality Management District (BAAQMD), which delegates the programming and allocation administration to Alameda CTC.

Alameda CTC also makes programming and allocation recommendations for other fund sources such as the State Transportation Improvement Program (STIP), Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program (through One Bay Area Grant program), and other funds as they become available to Alameda County, that are contingent upon final approval by the respective governing boards of the agencies with programming authority e.g., Metropolitan Transportation Commission (MTC) and/or California Transportation Commission (CTC).

By definition, programmed amounts for a given project represents the amount committed to the project, subject to allocation. An allocated amount represents the amount available for encumbrance through project funding agreements and/or contracts directly with Alameda CTC. Funds encumbered through project funding agreements and/or contracts are available for reimbursement of eligible project costs. These definitions are expanded with specific procedural considerations below:

- *Commitment Amount:* The Expenditure Plan contains the commitment amount of funds for the local, voter-approved funding programs administered by Alameda CTC. Commitment Amounts for the local, voter-approved funding programs are confirmed in the Strategic Plan appendices to the CIP.

- *Programmed Amount:* The CIP serves as the programming document for the fund sources administered by Alameda CTC.

    - Programmed Amounts approved in the CIP for the local, voter-approved funding programs are based on the Commitment Amounts and the requirements included in the Expenditure Plan for the specific funding program.

    - Programmed Amounts approved in the CIP for the TFCA County Program Manger Fund are based on the programming and allocation process administered by Alameda CTC in accordance with BAAQMD requirements.

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- Programmed Amounts shown in the CIP for fund sources not directly administered by the Alameda CTC may be included for informational purposes to reflect the current programming information available from the agency with the statutory programming authority for the fund source.

- Programmed Amounts are typically approved for a specific project phase in a specific fiscal year. Funds programmed in specific fiscal years are required to be allocated by the end of the fiscal year in which the funds are programmed. Changes to Programmed Amounts require amendments to the CIP.

- *Allocated Amount:* The CIP five-year programming window includes a two-year allocation plan (i.e., the first two years of the five-year window). The CIP Allocation Plan shows the Allocation Amounts approved by Alameda CTC for the funds administered by Alameda CTC and anticipated allocations to be approved by other agencies.

    - Allocated Amounts shown in the CIP for the local, voter-approved funding programs are considered approved by Alameda CTC upon approval of the CIP (if the allocations have not been previously approved by Alameda CTC under separate action).

    - Allocated Amounts shown in the CIP for the TFCA County Program Manager Fund are considered approved by Alameda CTC upon approval of the CIP (if the allocations have not been previously approved by Alameda CTC under separate action, or if the Allocated Amount shown is dependent on a future programming approval).

<u>Request for Allocation Process</u>

Requests for allocation package may consists of a funding application in the form of a CIP funding application or a specific request for allocation for a named project in the Transportation Expenditure Plans. The amount of funding available for allocation to a given project, or project phase, is limited by the Programmed Amount for the project, or project phase, at the time of the allocation request.

Requests for any allocations for Alameda CTC-administered funds should be submitted to Alameda CTC at least 60 days prior to the Alameda CTC meeting at which the Project Sponsor requests the allocation to be approved, or the meeting at which the CIP will be approved. The request for allocation package shall be in a format provided by Alameda CTC or a format that at minimum

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includes details about the program or project scope, cost, funding and schedule detailed by phase. The request package shall reflect total cost and funding amounts based on progress to date at the time of the request.

Requests for allocations received by Alameda CTC will be considered in the context of the CIP in effect at the time of the request. Alameda CTC reviews allocation requests to confirm items such as financial viability, project delivery readiness, funding availability to reimburse eligible project costs. If conditions warrant a review of the assumptions used for the most recent overall financial analysis, an updated overall financial analysis may be required to determine whether or not the requested allocation would have an adverse impact on commitments of funds to other projects.

Allocations, or modifications to allocations, are approved by Alameda CTC based on staff recommendations and allocation requests submitted by Project Sponsors typically through the annual/biennial CIP programming and allocation processes.

Allocated Amounts approved by Alameda CTC must be encumbered in funding agreements with Project Sponsors or in contracts for project costs incurred directly by Alameda CTC, in accordance with the CIP's policy for Timely Use of Funds Allocated by the Commission.

Allocation Considerations for Partially Fund Projects and Right-of-Way Phases

Funding allocations for phases beyond the environmental phase are considered at increased risk if a Project Sponsor has not identified or secured funding for all phases to complete the project funding plan.

Prior to making an allocation to a project with a known funding shortfall, Alameda CTC will perform risk analytics on the request funding and the project prior to making such allocation recommendation to the Commission. In this risk assessment, Alameda CTC will consider the project's and Project Sponsor's potential to use Alameda CTC funds to leverage and secure prospective funding from federal, State, regional, and local sources outside of Alameda CTC's purview, and the project's viability to be completed in a timely manner.

Right-of -Way Allocations shall be limited to projects that have a complete and viable project funding and delivery plan as assessed for firm funding commitments/partners and tangible plan to address identified project deliverability issues.

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Right-of-Away Allocations to projects that contain funding shortfalls, uncertain project funding plans, and/or potential issues in project delivery are considered high risk, and will only be considered under very rare circumstances. Such right-of-way allocations must have an agreed understanding on how the Project Sponsor shall return the right-way-allocation to Alameda CTC for a project that has not in a entered into the construction phase, and/or for a project that is not completed in an established timeframe.

The agreed upon terms, including methods of repayment in arrears, shall be included with the Request for Allocation package submitted to Alameda CTC for consideration, will be subsequently be the basis for a fund agreement between Alameda CTC and the Project Sponsor.

Changes to Approved Allocations

A request to increase or decrease an Allocation Amount requires a written request by the Project Sponsor.

- *Increasing Allocations*: Request for an increase to an allocation is on a case-by-case basis for extraordinary circumstances, and subject to Commission approval. To increase the total amount of an allocation there must be sufficient capacity in the committed amounts for voter-approved expenditure named projects, programming/funding capacity, and reasonable justification for increasing the allocation amount.

- *Decreasing Allocations*: For projects named in the voter-approved Expenditure Plans, a reduction to an Allocated Amount will be credited back to the project for future reallocation to the project. Periodically through the CIP, Alameda CTC will deallocate unused funds related to project cost savings, fund rescissions, or inactive/infeasible project delivery.

- *Shifting Allocations Between Phases*: Funds allocated to a project by Alameda CTC may be shifted between the approved allocations are considered on a case-by-case basis. Requests for shifting allocated funds shall include updated project information that reflects the requested shift and allows for a before-and-after comparison of the project implementation plan. Funding shortfalls in the current or subsequent phases, which result from a requested shift of allocated funds shall be considered an adverse impact to implementation.

  Requests for shifting funds between allocations which do not change the total amount allocated to the project from an individual funding

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program, e.g. Measure B, Measure BB or VRF, may be approved by the Executive Director, or a designee of the Executive Director, if the shift will not adversely impact the implementation of the project. Any requests for shifting funds between project phases that results in the amount changed the allocation amount from an individual funding program, e.g. Measure B, Measure BB or VRF, shall require consideration and approval by the Commission.

Effective Date of Reimbursable Costs

The effective date of reimbursable costs is generally based on the start of the fiscal year in which the allocated funds are identified in the CIP. The amounts shown in the first two fiscal years of the CIP for fund sources allocated by Alameda CTC shall be considered allocated in the fiscal year shown for the phase(s) of the project indicated upon approval of the CIP (if not already approved by Alameda CTC through a separate action).

For allocations made through a separate Commission Action, the effective date of reimbursable cost shall be the date of the Commission's approval, unless otherwise stated in the approved allocation request.

Funds administered by agencies other than Alameda CTC, such as the CTC, MTC, or the Federal Highway Administration (FHWA), must be approved by the agency that administers the particular fund source prior to being available for reimbursable costs.

Retroactive Allocations

Generally, funds are allocated for cost to be incurred after the allocation is approved by the Commission. On a case-by-case basis, Alameda CTC may consider identify a retroactive allocation to allow the eligible date of reimbursable cost incurred to be prior to the allocation date.

Approval of retroactive allocations shall be based in large part on which fund sources were used to reimburse the costs originally, and to what purpose, if any, the freed up funding will be committed. There are also certain requirements related to the procurement process and methodology for contracts funded wholly, or in part, by voter-approved funds. Any costs intended for the retroactive allocation for contracts that do not comply with the goal setting requirements set forth in Alameda CTC's Local Business Contract Equity Program (LCBE) must be identified in the Request for Allocation package and determined eligible for Measure BB funding. If a retroactive allocation of Measure BB funds is approved to cover contract costs in arrears, the reporting requirements set forth in the LBCE Program shall apply to the entire contract from inception to date.

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POLICY 2: ENVIRONMENTAL APPROVAL AND FULL FUNDING FOR MEASURE B/MEASURE BB FUNDED CAPITAL PROJECTS DEADLINE

POLICY: Capital projects funded wholly, or in part, by Measure B and/or Measure BB shall receive all necessary environmental clearance approvals and have a full funding plan for the proposed improvements as required by the Expenditure Plan for each measure.

- For the 2000 Measure B, there are no projects remaining that are subject to this policy as deadlines occurred in previous years.
- For the 2014 Measure BB, named projects must receive all necessary environmental clearance approvals and have a full funding plan for the proposed improvements by December 31, 2022. Project Sponsors may appeal to Alameda CTC for one-year time extensions.

PURPOSE: To ensure that the projects included in the 2000 Measure B and 2014 Measure BB Transportation Expenditure Plans can be completed in a timely manner, and to provide a process by which Project Sponsors may appeal to Alameda CTC for one-year time extensions. The intent is to require continued due diligence by the Project Sponsor to secure environmental clearance approvals and a full funding plan.

GUIDELINES: The 2000 Measure B Transportation Expenditure Plan (2000 TEP) and the 2014 Measure BB Transportation Expenditure Plan (2014 TEP) both contain provisions for projects which cannot clear the Environmental Approval process, or cannot do so in a timely manner. There are no remaining 2000 Measure B capital projects subject to the environmental clearance approval or full funding policy.

The 2014 TEP establishes a deadline for environmental clearance approval and a full funding plan for each capital project that receives Measure BB capital funding. Environmental clearance approval is defined as the issuance of a Categorical Exclusion (CE), a Finding of No Significant Impact (FONSI) or the filing of the Record of Decision (ROD) for National Environmental Policy Act documents and the Notice of Determination or Notice of Exemption for California Environmental Quality Act documents. A full funding plan is defined as a plan containing a reliable cost estimate and sufficient funding identified to cover the estimated costs. The 2014 Measure BB deadline is December 31, 2022; however, the 2014 TEP includes provisions for one-year extensions to the deadline, if approved by Alameda CTC.

POLICY 3: TIMELY USE OF FUNDS POLICIES – ALLOCATIONS AND FUNDING AGREEMENTS

POLICY: Allocations shall be encumbered in a funding agreement between Alameda CTC and the recipient agency incurring the reimbursable costs, or in a contract for costs

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incurred directly by Alameda CTC, within twelve (12) months from the date the allocation is approved by the Commission.

Allocated funds not encumbered by the deadlines established in this policy are subject to rescission and reprogramming at the discretion of Alameda CTC.

PURPOSE: To ensure that funding allocated and distributed by Alameda CTC is expended expeditiously to implement the improvements and services for which the allocations and distributions were approved.

GUIDELINES: Alameda CTC's allocation recommendations and approvals are based on a Project Sponsor's Request for Allocation package/funding application that contain a specific scope, cost, and schedule. This policy requires Project Sponsors to encumber allocated funds through an executed project funding agreement or contract within twelve (12) months of an approved allocation to ensure accountability and consistency with the Project Sponsor's allocation request.

The project fund agreement(s) between Alameda CTC and the recipient agency outlines the agreed upon reimbursable costs, budget, scope, and schedule. Once an agreement is executed, Project Sponsors are expected to begin work on an allocation phase based on the delivery guidelines below, or per the schedule contained in the executed project funding agreement.

Project Phase	Maximum Expenditure Timeline
Planning/Scoping	• Activity must be complete within twenty-four (24) months from the date of allocation.
Preliminary Engineering / Environmental	• Activity must be complete within twenty-four (24) months from the date of allocation.
PS&E (Final Design)	• Activity must be complete within twenty-four (24) months from the date of allocation.
Construction	• Activity must be complete within twenty-four (36) months from the date of allocation.

Requests for Time-Extension

Project Sponsors may request time extension(s) to funding related deadlines established by policy, deadlines required at the time of allocation, or expiration dates established in funding agreements. Project Sponsors are limited to only a single time-extension of up to twenty-four (24) months that is required to be approved by the Commission.

Such requests for extensions shall be submitted in writing to Alameda CTC at least ninety (90) days prior to the deadline for which an extension is being requested and at

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least forty-five (45) days prior to the regularly scheduled Alameda CTC Commission meeting at which the request will be considered for approval.

The request for time-extension package submitted to Alameda CTC shall include a detailed explanation of the conditions or circumstances that have changed since the deadline was established, and the corresponding impact to the remainder of the project implementation schedule if the extension is approved. Extensions to delivery deadlines established in funding agreements shall be submitted, reviewed, and approved in accordance with the provisions set forth in the funding agreement. Additional requests for time-extensions will only be considered for rare and extraordinary circumstances.

Fund Rescission/Reprogramming

Allocated funds not encumbered into a funding agreement by the deadlines established in this policy or used in the manner inconsistent with these guidelines are subject to rescission and reprogramming at the discretion of Alameda CTC. Failing to meet timely use of funds requirements, fund agreement requirements, funding commitments, project schedules, or applicable regulations could result in loss or withholding of funds.

If funding awards are withdrawn, the corresponding projects and allocations may be reprogrammed to a future year of the CIP, or deprogrammed from the CIP. Project sponsors who failed meet the timely use of funds deadlines may be penalized in their consideration for the next programming and allocation cycle.

POLICY 4: ELIGIBLE COSTS FOR REIMBURSEMENT

POLICY: Program and project costs to be reimbursed by Alameda CTC shall be segregated into project phases to correlate with the encumbrance(s) from which reimbursement is requested. Funds shall be encumbered in a funding agreement between Alameda CTC and either the Project Sponsor or, if different from the sponsor, the implementing agency which incurs the reimbursable costs, or in a contract with Alameda CTC for project costs incurred directly by Alameda CTC.

For Alameda CTC implemented projects, eligible staff and other direct costs incurred directly by Alameda CTC shall be considered encumbered when they are included in the annual budget adopted by the Commission. Costs submitted for reimbursement shall be limited to activities, materials and services directly related to the implementation of the scope of the project for which the funds were allocated and subsequently encumbered in a funding agreement. Eligible costs shall be incurred in accordance with the provisions set forth herein or be at risk of being determined ineligible for reimbursement by Alameda CTC.

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PURPOSE: To limit the expenditures of funding administered by Alameda CTC to the reimbursement of eligible project costs and to provide general guidance to implementing agencies which incur the reimbursable costs.

GUIDELINES: Alameda CTC approves reimbursements of eligible project costs based on requests for reimbursements submitted by the Project Sponsors or implementing agencies which incur the reimbursable costs. The requirements for the requests for reimbursement are included in the project funding agreements between Alameda CTC and the recipient agency. In general, the request for reimbursements must identify the total costs by phase, be consistent with the agreed upon eligible costs, and segregate costs between Alameda CTC's and the Project Sponsor's cost sharing arrangement as described in the project funding agreement.

The following describes the eligible costs for specific phases:

Project Phase	Eligible Costs Requirements
Planning/Scoping	• Project Sponsor staff, consultant costs and other direct costs necessary to prepare a well-developed project delivery plan or scoping document. • For projects that require a formal scoping document such as projects on the State highway system, or with State or federal funding, the preparation of the scoping document is eligible for scoping phase funding.
Preliminary Engineering / Environmental	• Project Sponsor staff, consultant costs and other direct costs necessary to perform preliminary engineering, and to secure approval for the appropriate environmental document for the project.
Plan, Specification and Estimate (Final Design /PS&E)	• Project Sponsor staff, consultant costs and other direct costs necessary to prepare final PS&E and to provide support during the bidding process until the time of contract award. • Services beyond the contract award are considered design services during construction, which are typically included in the Construction Support Phase. The milestone (i.e., advertisement, award, etc.) at which the costs change from being budgeted and tracked in the PS&E Phase to the Construction Support Phase may vary on a case-by-case basis. Regardless of the phase in which the advertise-bid-award costs are budgeted and tracked, they should be clearly segregated from other costs in the same phase.
Right-of-Way Acquisition and Support Phases	• Project Sponsor staff, consultant costs and other direct costs necessary for the acquisition of right-of-way, right-of-way preservation and hardship acquisitions.

Project Phase	Eligible Costs Requirements
	• Right-of-way acquisitions initiated prior to environmental clearance approval for the project for which the right-of-way is required, shall not be eligible for reimbursement by Alameda CTC unless specifically authorized in the funding agreement. The cost of eligible right-of-way acquisitions shall be supported by an appraisal prepared by a professional appraiser. The appraisal report shall be provided to Alameda CTC with the request for allocation package. • Right-of-way activities related to property not required for the program or project as programmed shall be at the expense of Project Sponsor to the extent such costs can be determined. • If excess right of way is sold, used for purposes other than the program or project as programmed, or otherwise disposed of, a share of any proceeds from the sale of such excess property shall be returned to Alameda CTC based on the prorated percentage of Alameda CTC funding contributed to the purchase of the property. • If condemnation procedures are required to obtain access to right of way, Alameda CTC will consider the required deposit as an eligible cost and reimburse the Project Sponsor upon request in accordance with the funding agreement. If the amount of reimbursement to Project Sponsor is higher than the Alameda CTC funding share of the amount of settlement in the final order of condemnation, Project Sponsor shall pay Alameda CTC the difference between the amount reimbursed and the Alameda CTC funding share of the amount settled plus the Alameda CTC funding share of the interest accrued to the deposit account. • Property acquired for a project using Alameda CTC funding shall be available for project construction within 10 years of Alameda CTC reimbursement to the Project Sponsor. If, after 10 years, the property has not been utilized for the project as programmed, the Project Sponsor shall reimburse Alameda CTC for its proportional share of the fair market value of the property, based on the net proceeds from the sale of the property or an appraisal of the property conducted at no cost to Alameda CTC, within one year after the expiration of this 10-year period. • If right of way is acquired for a project as programmed and is not utilized for the project as programmed, because the project has been modified or de-programmed, Alameda CTC shall be reimbursed its proportional share of the fair market value of the property, based on the net proceeds from the sale of the property or an appraisal of the property conducted at no cost to Alameda CTC, within one year from the time the project is modified or de-programmed.

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Project Phase	Eligible Costs Requirements
Construction Capital and Support Phases	• Project Sponsor staff, consultant costs, contractor costs and other direct costs necessary for all construction expenditures on the project that are part of the scope of work agreed to by Alameda CTC, including Project Sponsor's management oversight expenses associated with the construction of the project. • If Project Sponsor includes additional work beyond the scope of the project as programmed by Alameda CTC, such work and all related costs shall be segregated from the project costs funded by Alameda CTC. Costs not associated with the scope of the project as programmed by Alameda CTC shall be at the expense of the Project Sponsor and shall not count as a match for Alameda CTC funding for the project as programmed by Alameda CTC. • Items of work within the scope of the project as programmed, but utilizing more expensive than standard treatment, such as specialized lighting standards and signs, more elaborate landscaping, specialized treatment on the face of soundwalls/retaining walls and specialized sidewalk/hardscape treatments, will be eligible for reimbursement only if they are agreed to in advance and no additional Alameda CTC funding is required.
Rolling Stock and Equipment Acquisition Phases	• Rolling stock purchased by Project Sponsor and reimbursed by Alameda CTC shall remain in the Project Sponsor fleet for a minimum of five years. If the rolling stock is removed from the fleet prior to the required five years, Project Sponsor shall notify Alameda CTC. If the rolling stock is sold and the receipts of the sale are not used to purchase replacement rolling stock, the proceeds from the sale shall be returned to Alameda CTC. • Project Sponsor shall prepare and submit to Alameda CTC for approval, prior to the beginning of service, an operations schedule indicating the frequency, vehicle type and operating hours of the rolling stock purchased by Project Sponsor for the program or project as programmed. The rolling stock used in this service will be the same type as purchased with Alameda CTC funding, but may not be the exact vehicles due to the need to rotate vehicles in the fleet. The approved service level shall be maintained, as a minimum, for five years. In the event that the minimum service level is not maintained, Project Sponsor shall reimburse Alameda CTC for its share of the reduced service based on vehicle needs for the reduced service and the salvage value of the rolling stock purchased by Project Sponsor and reimbursed by Alameda CTC.

Project Phase	Eligible Costs Requirements
	• Specialized equipment required for the project must be identified in the project funding agreement to be eligible for reimbursement with Alameda CTC funding.

In addition to the individual phase requirements described above, the following general provisions apply to cost eligibility and exclusions for any phase:

Cost Type	Eligible Costs Requirements
Contract Costs	• Costs incurred via contracts between the implementing agency and consultants, contractors, suppliers or other vendors are eligible for reimbursement from the local, voter-approved funding programs administered by Alameda CTC only if the contract is established in accordance with Alameda CTC's Local Business Contract Equity (LBCE) Program. The LBCE Program applies to contracts funded wholly, or in part, with local, voter-approved funding programs administered by Alameda CTC. While not every contract funded in part by local, voter-approved funding programs administered by Alameda CTC will require a contract goal set during the procurement process, every contract is required to comply with the reporting requirements set LBCE program.
Project Sponsor Staff Costs	• Costs for Project Sponsor staff working on the project (direct implementation costs) will be eligible for reimbursement by Alameda CTC funding. Staff hours must be segregated on timesheets, or otherwise documented through an alternative method, approved by Alameda CTC. • Project sponsor overhead and general administrative costs that are not directly related to the implementation of a project are ineligible for reimbursement by Alameda CTC, unless otherwise approved by Alameda CTC. • Hourly wages and fringe benefits for Project Sponsor staff will be reimbursed based on the actual wage rate plus the audited fringe benefit rate supplied by the Project Sponsor. Alameda CTC will review and approve a fringe benefit rate based on documentation provided by the Project Sponsor. Approved fringe benefit rates will be set forth in the project funding agreement, but in no case will fringe benefits of more than 70 percent of the hourly wage be approved. • For Measure B/BB/Vehicle Registration Fee Direct Local Distribution Recipients, costs for Project Sponsor staff costs related to project administration, contract management of professional and construction services, are not eligible for reimbursement with allocated funds per the Local Cooperation Policy, unless specifically allowed in a project funding agreement.
Alameda CTC Project Support Requested by Project Sponsor	• If requested by Project Sponsor, Alameda CTC will consider providing support staff and/or consultant support for a project. Costs for these services will be considered eligible costs and be reimbursed to Alameda

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Cost Type	Eligible Costs Requirements
	CTC from funds for the project, or be deducted directly by Alameda CTC from Alameda CTC funding allocated for the project.
Bonding Costs	• If Alameda CTC determines that it is in the best interest of a funding program to sell bonds, or otherwise incur financing costs to deliver the projects included in the funding program, the cost of bonding and financing, including interest payments, shall be considered a program-wide cost and shall be identified in the CIP as the first priority repayment. • If a Project Sponsor wishes to independently bond or use other approved borrowing programs, Alameda CTC funding is eligible to reimburse expenses incurred by Project Sponsor for staff time, consultant costs, principal payments and the associated cost of financing required to provide the financing for the project.
Fund Exchanges	• Alameda CTC may consider and approve fund exchanges on a case-by-case basis. Any exchange payments of Alameda CTC funding must be identified in the project funding agreement to be eligible for reimbursement
Miscellaneous Costs	• The costs of fees from other agencies, including permit fees or reimbursement for review or oversight costs needed for the project, are eligible project costs with the exception of the cost of permits, fees or oversight from the Project Sponsor. Reimbursable eligible costs must be consistent with the Local Cooperation Policy. • Direct costs, such as reproduction, shipping, mileage and long-distance calls, will be considered for reimbursement if they can be independently documented as directly relating to the implementation of the program or project for which the funds were allocated. Air travel and overnight stays are not eligible unless prior approval is obtained from Alameda CTC.
General Exclusions	• Cost not directly related to the implementation of the project as programmed, and consistent with an approved environmental document as applicable, will not be eligible for reimbursement with Alameda CTC funding.
Ongoing Costs (Maintenance/ Operations)	• Ongoing annual expenses incurred for maintenance of a project shall be borne by the Project Sponsor unless specifically identified in the funding agreement.

POLICY 5: FUNDING FOR PROJECT-RELATED COSTS INCURRED DIRECTLY BY THE ALAMEDA COUNTY TRANSPORTATION COMMISSION

POLICY: Costs incurred directly by Alameda CTC related to the management and implementation of programs and projects shall be eligible for the funding made available for those programs and projects. The eligibility of costs incurred directly by Alameda CTC shall be limited to any restrictions related to such costs for any individual fund source. General fund administration costs related to congestion management

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activities are allocated to congestion management projects in compliance with *Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance).*

PURPOSE: The purpose of this policy is to establish guidelines by which costs incurred directly by Alameda CTC related to the management and implementation of programs and projects are segregated to identify fund sources for such costs.

GUIDELINES: The following provisions are intended to support the purpose of this policy:

A. Direct costs relate to activities directly related to Capital Projects, Programs, Planning and grants. These direct costs shall be posted to appropriate funds or activities. Salaries and benefits shall be supported by timecards, and direct consulting and other costs shall be supported by approved invoices. Where specific agreements are in place, direct costs along with indirect cost (see below) allocations shall be posted to specific projects or grants. Where such agreements do not exist, the direct costs shall be posted to a control account within the Capital Projects or Program Funds.

B. Indirect costs relate to congestion management activities that don't directly relate to a specific Capital or Planning Project, or Program. Such costs shall be accumulated under the General Fund and supported by time cards, invoices and other appropriate documents. The indirect cost ratio for billing purposes will be based on General Fund congestion management related allowable costs. The cost allocation methodology will comply with *Uniform Guidance*.

C. Alameda CTC shall maintain a cost allocation plan as required by *Uniform Guidance*, certified by the Director of Finance, accepted and/or approved by Caltrans as the cognizant agency and available to grant funding agencies.

D. Alameda CTC shall implement a billing system, supported by acceptable detail for direct and indirect costs. However, no allowance shall be made for profit margin.

E. All direct costs and billable indirect costs shall be excluded from the salary and administration limitations set forth in the 2000 Measure B Transportation Expenditure Plan and in the 2014 Measure BB Transportation Expenditure Plan. Alameda CTC shall use general fund administrative costs to compute the administrative cost ratios.

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POLICY 6: LOCAL CONTRACT BUSINESS EQUITY PROGRAM

POLICY: Alameda CTC has established this Local Business Contract Equity (LBCE) Program to create economic growth and jobs within Alameda County by requiring local contracting that supports residents and businesses in Alameda County. The LBCE Program helps to identify and engage the participation of Local Business Enterprise (LBE), Small Local Business Enterprise (SLBE) and Very Small Local Business Enterprise (VSLBE) firms located in Alameda County on applicable contracts.

PURPOSE: The purpose of this policy is to continue support for the hiring of local contractors, vendors, suppliers and service providers on contracts funded wholly, or in part, by funding approved by Alameda County voters. The LBCE Program contributes to the overall economic vitality of the County by:

1. Encouraging businesses to locate and remain in Alameda County;
2. Providing employment opportunities for residents of Alameda County; and
3. Generating economic activity and stimulating the local economy.

GUIDELINES: This program applies to contracts funded solely by any combination of Measure B, Measure BB, Vehicle Registration Fee, and/or local funds. Contracts that include state and federal funds must adhere to state and federal requirements. Full policy and program requirements are detailed here: https://www.alamedactc.org/app_pages/view/4543

Funds may be subject in rescission or ineligible for reimbursement if the Project Sponsor is determined to be out-of-compliance.

POLICY 7: ALAMEDA CTC PROJECT AND PROGRAMS MANAGEMENT POLICIES

POLICY: Alameda CTC shall administer and manage project delivery efforts and program implementation through these policies and procedures.

Direct Local Distribution Programs Management Policy: As the administering agency for the Measure BB DLD program, Alameda CTC is responsible for monitoring and compliance administration of the DLD recipients. Alameda CTC reserves up to one percent (1%) of Measure BB DLD funds to provide oversight to the DLD program.

Capital Projects and Programs Management Policy: As implementing agency for several countywide significant Measure BB related projects identified in the Capital Project Delivery Plan (CPDP), Alameda CTC has assumed the lead in project management and project delivery using its own staff and consultant resources. Alameda CTC reserves up to five (5) percent of Measure BB discretionary funds in order to effectively deliver Measure BB transportation projects, and to oversee projects being implemented by

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other agencies. These funds support costs associated with establishing policies, procedures, ongoing project management oversight, preliminary scoping and planning, and other core functions related to Measure BB capital program delivery that are not directly related to Measure BB capital commitments for individual projects.

Project and Program-wide Contingency Reserve: Furthermore, the CPDP recommends programming Measure BB funds for specific project phases, including set-asides for program-wide management, oversight, and monitoring, as well as a program-wide risk contingency. Each project will include budget allowances that account for risk and unknowns. Where risk issues are common to many projects, Alameda CTC may elect to place those budget amounts into a program-wide contingency reserve. This is referred to herein as the Project and Program-wide Contingency Reserve.

PURPOSE: Alameda CTC is responsible for administering the voter-approved transportation programs, CMA functions, and emerging countywide transportation needs and initiatives. Alameda CTC requires these projects and program management policies in order to provide continuing support and resources for these functions; to strengthen and enhance the agency's position within the changing framework of regional, state, and federal transportation agencies; and to increase responsiveness to new regional and state climate change mandates.

GUIDELINES: Alameda CTC's annual requirements related to project and program implementation, oversight, and delivery management costs will be assessed through Alameda CTC's budgetary process.

POLICY 8: PROGRAMMING POLICIES FOR OUTREACH AND TRANSPARENCY

POLICY: The project selection and prioritization process employed for the development of the CIP, which begins with the Countywide Transportation Plan (CTP) update process, shall satisfy the requirements for all the fund sources included in the CIP, including federal, state, regional and local sources. The CTP update process shall include significant efforts to satisfy requirements related to notification, outreach and transparency typically satisfied at the time of individual, fund-specific calls for projects.

PURPOSE: To ensure that the notification, outreach and transparency measures employed by Alameda CTC to identify potential uses for transportation funding from the full range of sources available in Alameda County satisfy all programming policies from other agencies pertaining to the specific fund sources being programmed by Alameda CTC. By satisfying the most stringent of requirements, Alameda CTC will be afforded flexibility at the time of programming to match the most appropriate, available fund source to the priorities at the time of programming.

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GUIDELINES: Project Sponsors are required to support this policy through outreach programs and notifications which reach all geographic areas, communities and portions of the population during solicitations for proposed uses of Alameda-CTC administered funding available for transportation programs and projects within Alameda County. The outreach must include disadvantaged communities, including Metropolitan Transportation Commission-defined Communities of Concern and other underserved populations.

POLICY 9: LOCAL COOPERATION POLICY

POLICY: Project Sponsors receiving DLD funds are not eligible to receive a reimbursement of staff time costs through allocations of Alameda CTC Administered Funds for oversight activities that are not directly related to project implementation.

Local jurisdiction(s) shall work in full cooperation with the implementing agency to assist in project implementation and delivery, where appropriate and as needed. This includes providing support, coordination, monitoring, technical assistance, etc. A local jurisdiction's costs associated with these activities to further a project implemented by Alameda CTC, a local jurisdiction (as the Project Sponsor), or another implementing agency within a jurisdiction's locality shall be funded through the local jurisdiction's eligible local fund sources such as Measure B/BB/Vehicle Registration Fee Direct Local Distribution (DLD) funds in lieu of a local jurisdiction billing these costs directly to the project or against its funding allocation.

PURPOSE: To ensure jurisdictions directly benefiting from the expected outcomes of a project in their locality implemented by Alameda CTC or other implementing agencies, are active funding partners to further the delivery of such improvement project, and to also ensure DLD recipients are using DLD funds predominately on contracts, services, materials, rather than contract administration.

GUIDELINES: Local agency-incurred costs such as staff costs associated with providing technical assistance, support, or coordination to further the delivery of a project by another implementing agency can be included in the total cost and funding amounts for the purposes of cost and risk sharing at the total project level. Fees associated with permitting, plan review, and other general costs associated with the project shall be supported by the local jurisdiction in which the project is implemented, where feasible and appropriate. These costs shall not be included in the costs eligible for reimbursement by the funds allocated by Alameda CTC, unless they are specifically identified as eligible in the funding agreement.

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POLICY 10: SMALL CITIES PROGRAM POLICY

POLICY: Cities within Alameda County with a population of less than 25,000 shall be considered for certain exceptions from Alameda CTC's local match requirements and/or Local Cooperation Policy requirements, and local projects that have a demonstrated multi-jurisdictional transportation significance shall receive consideration for delivery support from Alameda CTC, where practical and feasible.

PURPOSE: The purpose of this policy is to assist smaller cities in Alameda County in their project delivery efforts through relieving matching requirements, exploring financial strategies, and providing project delivery/implementation support, where feasible.

Small cities in Alameda County may not be financially equipped or resourced to meet certain project delivery needs and funding matching requirements.

Small cities receive limited Measure B/BB/Vehicle Registration Fee Direct Local Distributions in comparison to larger cities and often have difficulties finding the financial resources needed to satisfy minimum matching requirements, especially for larger transportation projects.

GUIDELINES: To qualify as a small city under this policy, a city must have a population of less than 25,000 as reflected in the most currently available California Department of Finance's population estimate.

As such, Alameda CTC may elect to waive matching requirements and/or Local Cooperation policy requirements based on a small city's request during the programming and allocation processes, or project coordination processes. Additionally, Alameda CTC will support facilitating Federal-local funding exchanges, whenever possible, to alleviate certain funding requirements required by external sources.

POLICY 11: MATCHING AND LEVERAGING POLICY

POLICY: For projects that have successfully secured other non-Alameda CTC discretionary funding, Alameda CTC shall consider fulfilling a portion of the minimum match required by external funding for projects and programs.

PURPOSE: The purpose of this policy is to maximize the leveraging capacity of Alameda CTC Administered Funds such as Measure B, Measure BB, Vehicle Registration Fee Program, Transportation Fund for Clean Air Program funds.

GUIDELINES: Through Alameda CTC's programming and allocation processes, Project Sponsors must document the following:

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1. Project Sponsor must identify a project delivery and funding plan that describes the project scope, costs, schedule;
2. Document the approved programming of other, non-Alameda CTC discretionary funds to a project;
3. Cite the minimum matching amount required by the secured non-Alameda CTC funding source;
4. Identify the amount of matching funds requested from Alameda CTC. Matching funds will not address any project cost increases; and
5. Provide a cost sharing proposal between all prospective funding partners.

Alameda CTC may consider recommending programming and allocation to fulfill either a portion or the entire amount requested, based on available fund capacity, project delivery strategy, funding timelines, and the leveraging significance.

POLICY 12: DEBT ISSUANCE POLICY

POLICY: Alameda CTC's adopted Debt Policy governs the issuance and management of all debt funded through capital markets, direct bank loans, and federal lending programs, including the selection and management of related financial and advisory services and products.

The debt policy adopted by the Commission September 2021 can be reviewed here: https://www.alamedactc.org/wp-content/uploads/2021/11/AlamedaCTC_Debt_Policy_2021.pdf

PURPOSE: The purpose of the Debt Policy is to establish guidelines for the issuance and management of Alameda CTC debt. The policy also confirms the commitment of the Commission, management, staff, and other decision makers to adhere to sound financial management practices.

The purpose of debt financing falls into three categories:

(1) to finance new capital infrastructure,
(2) to refinance existing bonds to reduce financing costs and/or risk, or
(3) to reimburse an agency for eligible capital expenditures made within the last 18 months.

GUIDELINES: Priorities of the Debt Policy are as follows:

- Effectively manage and mitigate financial risk,
- Maintain strong credit ratings and good investor relations,
- Achieve the lowest cost of capital,
- Preserve future program flexibility, and
- Maintain ready and cost-effective access to the capital markets.

Responsibility for implementation of the Debt Policy and day-to-day responsibility and authority for structuring, implementing, and managing Alameda CTC debt and finance program, resides with the Executive Director and Deputy Executive Director of Finance and Administration and requires that the Commission specifically authorize each debt financing.

Alameda CTC's CIP is used in combination with Alameda CTC's Debt Policy to ensure proper allocation and financing of Alameda CTC sponsored projects. This CIP sets priorities and strategies for allocating Alameda CTC administered funds under its guiding principles, while the Debt Policy provides policy direction and limitations for proposed financings. Debt issuances for capital projects are considered and included in the CIP and presented to the Commission for review and approval as part of the CIP planning process.

The philosophy of Alameda CTC is to fund all projects in the TEPs on a pay-as-you-go basis for as long as possible. This strategy minimizes borrowing costs and maximizes tax dollars for projects. The agency considers the issuance of debt when capital program cash flow demand exceeds projected annual revenue capacity over a specified period of time. It is the agency's policy to issue bonds for broad-based program needs and on projects for which Alameda CTC is the project sponsor. This is consistent with both the economic and program management objectives of the agency.

As borrowing needs are identified, Alameda CTC evaluates the nature of the capital investment to determine if either long or short-term debt is the appropriate financing mechanism to meet the funding need. Standards for the appropriate use of debt financing include:

A. Long-Term Capital Projects: Debt should be used to finance capital projects on a programmatic basis where it is cost effective and fiscally prudent. The debt repayment period should not exceed 120% of the useful life of the project being financed or the term of the pledged sales tax Measure. The ability or need to expedite or maintain the programmed schedule of approved capital projects is a factor in the decision to issue debt.

B. Debt Financing Mechanism: Alameda CTC evaluates the use of financial alternatives available including, but not limited to, long-term debt, short-term debt, commercial paper, direct bank loans, federal lending programs, lines of credit and inter-fund borrowing. Alameda CTC utilizes the most cost-effective financing alternative consistent with limiting Alameda CTC's risk exposure.

C. Credit Quality: All Alameda CTC debt management activities for new debt issuances are conducted in a manner conducive to receiving the highest credit ratings possible.

The market for municipal finance is well developed and provides numerous products or types of debt including long-term, short-term and variable rate debt with various terms and structures and compliance requirements that Alameda CTC evaluates on a case-by-case basis.

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ALAMEDA
County Transportation Commission

2022 Comprehensive Investment Plan Update

Appendix F

Alameda CTC Strategic Plan



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Alameda County Transportation Commission

COMPREHENSIVE INVESTMENT PLAN
STRATEGIC PLAN

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ALAMEDA COUNTY TRANSPORTATION COMMISSION

STRATEGIC PLAN

1. PURPOSE

Alameda County maintains a highly diverse transportation network complete with highway infrastructure, express lanes, local roadways, freight and port facilities, rail and bus transit, and bicycle and pedestrian improvements. Its wide range of transportation infrastructure may differ dramatically from one area of the county to the other as each respective community has unique transportation needs. Alameda CTC's goal is to leverage local funds under its purview to help secure additional competitive local regional, State, and federal transportation funding dollars in order to fund a balanced set of countywide transportation projects to maintain a well-connected and efficient system for the whole county.

Alameda CTC administers voter-approved sales tax programs (2000 Measure B and 2014 Measure BB), and the Vehicle Registration Fee (VRF) program (2010 Measure F) that provide critical funding for delivering transportation improvements within the county. The most significant source of funding under Alameda CTC's purview is the Measure BB sales tax revenue generated through the voter-approved 2014 Transportation Expenditure Plan (2014 TEP) in November 2014. The duration of the 2014 TEP is thirty (30) years, from April 1, 2015 to March 31, 2045. The 2014 TEP is projected to generate approximately $7.8 billion in revenues for transportation investments ranging from bus/ferry/commuter rail services and operations, streets and highways improvements, student transit passes, community development initiatives, technology and innovation programs, bicycle/pedestrian enhancements, and transportation programs for seniors and people with disabilities.

Although the 2014 TEP is anticipated to generate a significant source of funding for Alameda County, the transportation funding needs far outweigh the expected revenue generation required to complete the project and program delivery of the 2014 TEP in its entirety. Over 50 percent (approximately $4.1 billion) of the revenues generated are annually returned to local jurisdictions as Direct Local Distributions for local agencies to use at their own discretion. The remaining $3.7 billion is split among "Named" capital projects ($1.2 billion) and discretionary programs ($2.3 billion). The 2014 TEP recognizes investments within specific categories and types, and the Measure BB total revenue will not be able to fulfill the funding needs. It is imperative the Commission strategize investments to leverage external funding to fulfill the capital program needs.

The aim of the Strategic Plan is to simultaneously:

1. <u>Prioritize Project and Program Investments</u>
   Identify project investment strategies using Alameda CTC administered funds to get projects in a state of readiness to compete for available external funds as they presumably become available over the life of the strategic plan.

2. Maximize Measure BB Investments/Leveraging Strategy
   Identify an investment strategy to ensure that Measure BB is used to expediate the delivery of projects while also serving as the basis to attract external competitive funding to Alameda County such as Regional Measure 3, Senate Bill 1 programs, and U.S. Department of Transportation competitive programs for example.

3. Guide Project Delivery Strategy
   Identify project delivery strategies for an Alameda County portfolio of project investments that depict which projects can be delivered in whole, or in part, by the Measure BB sales tax program, other Alameda CTC-administered funds, or prospective external competitive funding programs. It also identifies the funding challenges leading up to full project implementation and the potential risks of early project development investments towards projects with incomplete funding.

The Strategic Plan focuses on Alameda CTC-implemented projects and externally implemented "Named" capital projects. Between Alameda CTC implemented projects and projects implemented by external Project Sponsors such as the Bay Area Rapid Transit (BART), City of Union City, and others, there is a collective total project cost of $6.7 billion, with only $2.1 B committed through Measure BB, Regional Measures, various state and federal programs, and other local sources. There is an overall funding need of $4.6 billion required to fill the gap and ensure the delivery of all these projects within the next decade.

Table 1: Summary of Project Delivery Funding Needs *($ in Billions)*

Project Sponsor	Total Project Costs	Total Commitment	Total Shortfall
Alameda CTC-Implemented	$3.8	$1.0	$2.8
Named Projects Implemented by External Sponsors	$2.9	$1.1	$1.8
Total	**$6.7**	**$2.1**	**$4.6**
Note: Commitment sources include funds from Measure B, Measure BB, VRF, local jurisdictions, STIP, secured state grants.			

The Strategic Plan address near-term financial implementation of countywide projects, including funding constraints, priority projects, and potential strategies. The strategies attempt to leverage existing local Alameda CTC administered fund sources against various outside funding programs anticipated in the next decade that aim to address the $4.6 billion shortfall.

For the Alameda CTC-implemented projects, Alameda CTC intends to pursue competitive funds from Senate Bill 1 Programs, Regional Measure 3, State Transportation Improvement Program (STIP), federal programs, and by encouraging local cooperation and funding partnerships with jurisdictions where a project resides or by whom might receive benefit. Local jurisdictions are encouraged to apply for these discretionary opportunities to maximize Alameda CTC funds to its fullest extent.

2. STRATEGIC PLAN GUIDING PRINCIPLES

The Strategic Plan Guiding Principles identified below support decision making to generate a portfolio of quality candidate projects for Alameda CTC administered funds and a prospective for external funds available to Alameda County jurisdictions.

These guiding principles are to:

1. Achieve the Alameda CTC's mission and vision and goals.

   In September 2019, the Alameda CTC approved the vision and goals for the 2020 Countywide Transportation Plan (CTP).

   Vision: "Alameda County residents, businesses and visitors will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities."

   To complete this vision, Alameda CTC prioritizes projects that achieve these aspiring goals for Alameda County's transportation system:
   - Accessible, Affordable and Equitable
   - Safe, Healthy and Sustainable
   - High Quality and Modern Infrastructure, and
   - Economic Vitality

2. Identify Alameda CTC sponsored and implemented projects based on project delivery strategies, transportation benefits, resource capabilities, and funding strategies that maximize leveraging Alameda CTC's administered funds.

3. Prioritize Alameda CTC sponsored and implemented projects for available local, regional, State and federal funds that may be available to Alameda County on the basis of Alameda CTC implementing multi-jurisdictional, resource intensive, county significant, and/or regional significant projects.

4. Prioritize 2014 Transportation Expenditure Plan (TEP)'s "named" capital projects by providing an investment and delivery strategy for Project Sponsors that promotes the development of these projects through the upcoming prospective funding opportunities.

5. Establish a systematic programming and allocation strategy for Alameda CTC administered funds to promote project delivery and project readiness. This includes an assessment of prospective local, regional, State, and federal fund sources anticipated to be made available to Alameda County.

6. Ensure the investment strategy remains flexible to provide capacity to respond to emerging and unanticipated needs in terms of both evolving project initiation and development needs, as well as, changes in funding opportunities, amounts and

programs that may require nimbleness in adjusting the overall funding strategy of the Strategic Plan.

7. Provide an informational tool for agency's project management, project delivery, resource management, and financing strategies.

8. Adhere to the Alameda CTC's budgeting and financing policies including:
    a. Pay-as you go financing strategy until an immediate need to issue debt for project(s) is required.
    b. Debt shall not be utilized for operating expenses.
    c. Maintains an adequate level of reserves and support strong bond ratings

9. Create synchronicities between Alameda CTC's Countywide Transportation Plan, Transportation Expenditure Plans, modal plans, CIP, local plans, and other delivery strategies plans, where feasible.

10. Optimize leveraging of external funding opportunities such as local, regional, State, and Federal sources available through Project Sponsor local funds, Senate Bill 1, State Transportation Improvement Program funds, Regional Measures, Federal Programs.

3. MEASURE B AND MEASURE BB COMMITMENTS

The following attachments reflect current 1986 Measure B, 2000 Measure B and 2014 Measure BB commitments and allocations. These investments have yielded significant leveraging of external fund sources such as the Senate Bill 1, Regional Measure 3, and State Transportation Improvement Program funds.

ACTC_AR3707

Alameda CTC 1986 Measure B Capital Program
Strategic Plan - Project Commitment and Allocation Summary
Remaining Active Capital Projects

ACTA No.	ACTA No. Title	Total 1986 Measure B Commitment ($ x 1,000)	Total Amount Allocated To Date ($ x 1,000)	Remaining Programmed Balance (Un-Allocated) ($ x 1,000)
MB226	I-880 to Mission Blvd East-West Connector	$ 88,871	$ 88,871	$ -
MBVar	Program-Wide and Project Closeout Costs	$ 5,750	$ 5,750	$ -
	Totals	**$ 94,621**	**$ 94,621**	**$ -**

Notes:

The Program-Wide and Project Closeout Costs (MBVar) commitment is programmed and allocated for program-wide and project closeout activities related to multiple projects and the capital program overall such as post-project obligations, financial closeout, right of way transfers, ongoing coordination with projects implemented by others etc.

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Alameda CTC 2000 Measure B Capital Program
Strategic Plan - Project Commitment and Allocation Summary

ACTIA No.	ACTIA No. Title	Total 2000 Measure B Commitment ($ x 1,000)		Total Amount Allocated To Date ($ x 1,000)	Remaining Programmed Balance (Un-Allocated) ($ x 1,000)
01	ACE Capital Improvements	$ 13,184		$ 13,184	$ -
02	BART Warm Springs Extension	$ 224,448		$ 224,448	$ -
03	BART Oakland Airport Connector	$ 89,052		$ 89,052	$ -
04	Oakland Downtown Streetscape Project	$ 6,358		$ 6,358	$ -
05	Fruitvale Transit Village - 5A/5B	$ 4,435		$ 4,435	$ -
06	Union City Intermodal Station	$ 12,561		$ 12,561	$ -
07	San Pablo/Telegraph Corridors - AC Transit	$ 24,444		$ 24,444	$ -
08	I-680 Express Lanes	$ 35,197	#	$ 35,197	$ -
09	Iron Horse Transit Route	$ 6,267		$ 6,267	$ -
10	I-880/Broadway-Jackson Interchange	$ 8,101		$ 8,101	$ -
11	I-880/Washington Avenue Interchange	$ 1,335		$ 1,335	$ -
12	I-580 Interchange Improvements in Castro Valley	$ 11,525		$ 11,525	$ -
13	Lewelling Boulevard/East Lewelling Boulevard	$ 13,104		$ 13,104	$ -
14	I-580 Auxiliary Lanes	$ 13,029		$ 13,029	$ -
15	I-880/Route 92/Whitesell Drive Interchange	$ 27,037		$ 27,037	$ -
16	Oakland Local Streets and Roads	$ 5,278		$ 5,278	$ -
17	Hesperian Boulevard/Lewelling Boulevard Widening	$ 1,264		$ 1,264	$ -
18	Westgate Parkway Extension	$ 8,518		$ 8,518	$ -
19	East 14th St/Hesperian Blvd/150th St Improvements	$ 3,218		$ 3,218	$ -
20	Newark Local Streets	$ 1,422		$ 1,422	$ -
21	I-238 Widening	$ 81,022		$ 81,022	$ -
22	I-680/I-880 Cross Connector Studies	$ 1,233		$ 1,233	$ -
23	Isabel Avenue - Route 84/I-580 Interchange	$ 26,529		$ 26,529	$ -
24	Route 84 Expressway Widening	$ 96,459		$ 96,459	$ -
25	Dumbarton Corridor Improvements (Newark and Union City)	$ 19,367		$ 6,078	$ 13,289
26	I-580 Corridor/BART to Livermore Studies	$ 41,831		$ 41,831	$ -
27	Emerging Projects	$ 10,251		$ 10,251	$ -
	Totals	**$ 786,469**		**$ 773,180**	**$ 13,289**

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Alameda CTC 2014 Measure BB Program
All TEP Commitments and Allocations Summary

4/28/22

TEP ID	Type	Title	Total Measure BB Commitment	Total Programmed to Date	Total Amount Allocated To Date	Total Remaining Commitment Balance (Un-Allocated)
07	Disc	Transit: Operations, Maintenance and Safety Program- Innovative Grant Funds		$ 23,500,000	$ 16,200,000	
08	Fixed Program	Affordable Student Transit Pass Program	$ 15,000,000	$ 15,000,000	$ 15,000,000	$ -
12	Disc	Coordination and Service Grants (Paratransit)		$ 3,042,000	$ 2,641,000	
13	Named	Telegraph Ave/East 14th/International Blvd Project	$ 10,000,000	$ 10,000,000	$ 10,000,000	$ -
14	Named	Alameda to Fruitvale BART Rapid Bus	$ 9,000,000	$ 9,000,000	$ 1,350,000	$ 7,650,000
15	Named	Grand/MacArthur BRT	$ 6,000,000	$ 97,000	$ 97,000	$ 5,903,000
16	Named	College/Broadway Corridor Transit Priority	$ 10,000,000	$ 100,000	$ 100,000	$ 9,900,000
17	Named	Irvington BART Station	$ 120,000,000	$ 19,210,000	$ 19,210,000	$ 100,790,000
18	Named	Bay Fair Connector/BART METRO	$ 100,000,000	$ 5,585,000	$ 5,585,000	$ 94,415,000
19	Named	BART Station Modernization and Capacity Program	$ 90,000,000	$ 17,650,000	$ 17,650,000	$ 72,350,000
20	Named	BART to Livermore Extension, Phase 1	$ 400,000,000	$ -	$ -	$ 400,000,000
21	Disc-Cap	Dumbarton Corridor Area Transportation Improvements	$ 120,000,000	$ 19,077,000	$ 19,077,000	$ 100,923,000
22	Named	Union City Intermodal Station	$ 75,000,000	$ 51,000	$ 51,000	$ 74,949,000
23	Disc-Cap	Railroad Corridor Right of Way Preservation and Track Improvements	$ 110,000,000	$ 26,400,000	$ 26,400,000	$ 83,600,000
24	Named	Oakland Broadway Corridor Transit	$ 10,000,000	$ 4,050,000	$ 4,050,000	$ 5,950,000
25	Named	Capitol Corridor Service Expansion	$ 40,000,000	$ -	$ -	$ 40,000,000
26	Disc-Cap	Congestion Relief, Local Bridge Seismic Safety	$ 639,000,000	$ 206,431,000	$ 204,610,000	$ 434,390,000
27	Disc-Cap	Countywide Freight Corridors	$ 161,000,000	$ 133,686,000	$ 133,326,000	$ 27,674,000
29	Named	I-80 Gilman Street Interchange Improvements	$ 24,000,000	$ 12,000,000	$ 12,000,000	$ 12,000,000
30	Named	I-80 Ashby Interchange Improvements	$ 52,000,000	$ 18,000,000	$ 18,000,000	$ 34,000,000
31	Named	SR-84/I-680 Interchange and SR-84 Widening	$ 122,000,000	$ 122,000,000	$ 122,000,000	$ -
32	Named	SR-84 Expressway Widening (Pigeon Pass to Jack London)	$ 10,000,000	$ 10,000,000	$ 10,000,000	$ -
33	Named	I-580/I-680 Interchange Improvements	$ 20,000,000	$ -	$ -	$ 20,000,000
34	Named	I-580 Local Interchange Improvement Program	$ 28,000,000	$ 1,380,000	$ 1,380,000	$ 26,620,000
35	Named	I-680 HOT/HOV Lane from SR-237 to Alcosta	$ 60,000,000	$ 60,000,000	$ 60,000,000	$ -
36	Named	I-880 NB HOV/HOT Extension from A Street to Hegenberger	$ 20,000,000	$ -	$ -	$ 20,000,000
37	Named	I-880 Broadway/Jackson Multimodal Transportation and Circulation Improvements	$ 75,000,000	$ 25,321,000	$ 25,321,000	$ 49,679,000
38	Named	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	$ 60,000,000	$ 10,800,000	$ 10,800,000	$ 49,200,000
39	Named	I-880 Industrial Parkway Interchange Improvements	$ 44,000,000	$ 10,700,000	$ 10,700,000	$ 33,300,000
40	Named	I-880 Local Access and Safety Improvements	$ 85,000,000	$ 32,308,000	$ 32,308,000	$ 52,692,000
41	Disc	Freight and Economic Development Program		$ 11,100,000	$ 11,100,000	
42	Disc-Cap	Gap Closure on Three Major Trails	$ 264,000,000	$ 34,883,000	$ 34,883,000	$ 229,117,000
44	Disc	Bicycle and Pedestrian Grant Program		$ 8,198,000	$ 8,198,000	
45	Disc	Community Investments That Improve Transit Connections to Jobs and Schools		$ 46,948,000	$ 46,948,000	
46	Disc	Technology, Innovation & Development Program		$ 16,540,000	$ 16,540,000	
		Subtotal (Fixed Commitments)	**$ 2,779,000,000**	**$ 803,729,000**	**$ 793,898,000**	$ 1,985,102,000
		Subtotal (Percentage Based)		**$ 109,328,000**	**$ 101,627,000**	
		Subtotal (Fixed + Percentage)		**$ 913,057,000**	**$ 895,525,000**	

Alameda CTC 2014 Measure BB Program
All TEP Commitments and Allocations Summary

4/28/22

TEP ID	Type	Title	Total Measure BB Commitment	Total Programmed to Date	Total Amount Allocated To Date	Total Remaining Commitment Balance (Un-Allocated)
DIRECT LOCAL DISTRIBUTIONS (DLD)						
01	DLD	Transit: Operations, Maintenance and Safety Program - AC Transit		$ 169,998,841	$ 169,998,841	
02	DLD	Transit: Operations, Maintenance and Safety Program -ACE		$ 9,042,492	$ 9,042,492	
03	DLD	Transit: Operations, Maintenance and Safety Program -BART		$ 4,521,246	$ 4,521,246	
04	DLD	Transit: Operations, Maintenance and Safety Program - WETA		$ 4,521,246	$ 4,521,246	
05	DLD	Transit: Operations, Maintenance and Safety Program -LAVTA		$ 4,521,246	$ 4,521,246	
06	DLD	Transit: Operations, Maintenance and Safety Program -UC Transit		$ 2,260,623	$ 2,260,623	
09	DLD	City-based and Locally Mandated Direct Allocations (paratransit)		$ 27,127,474	$ 27,127,474	
10	DLD	East Bay Paratransit Consortium - AC Transit		$ 40,691,212	$ 40,691,212	
11	DLD	East Bay Paratransit Consortium - BART		$ 13,563,737	$ 13,563,737	
28	DLD	Local Streets Maintenance and Safety Program (DLD)		$ 180,849,831	$ 180,849,831	
43	DLD	Bicycle and Pedestrian Direct Allocations to Cities and County		$ 27,127,475	$ 27,127,475	
		Subtotal (DLD)		**$ 484,225,422**	**$ 484,225,422**	

SUMMARY TOTAL

Subtotal (Fixed + Percentage)	**$ 3,445,000,000**	**$ 913,057,000**	**$ 895,525,000**	**$ 2,439,090,000**
Subtotal (DLD)		**$ 484,225,422**	**$ 484,225,422**	
Total (Fixed+Percentage+DLD)		**$ 1,397,282,422**	**$ 1,379,750,422**	

Notes:

1. Measure BB Commitments are dollar amounts identified for specifically named projects and discretionary capital programs identified in the 2014 Transportation Expenditure Plan.
2. Discretionary categories are percentage based of generated program revenues.
3. Direct Local Distributions allocations shown are actuals from April 1, 2015 through June 30, 2019.



ALAMEDA
County Transportation Commission

2022 Comprehensive Investment Plan Update

Appendix G

Funding Distribution



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Alameda County Transportation Commission

COMPREHENSIVE INVESTMENT PLAN
FUNDING DISTRUBITION

Overview Funding Distribution **2**
1. Programming by Phase **2**
2. Programming by Project Type / Mode **3**
3. Programming by Planning Area **4**

ACTC_AR3716

OVERVIEW FUNDING DISTRIBUTION

The Alameda County Transportation Commission (Alameda CTC) is responsible for programming funding from federal, State, regional, and local fund sources across Alameda County towards transportation projects and programs. The Alameda CTC's Comprehensive Investment Plan (CIP) programs federal, State, regional, and local fund sources in consideration of addressing critical transportation needs, project readiness, countywide funding equity, modal equity, and leveraging opportunities.

The pursuit of equitable funding distribution across Alameda County is a vital objective in the CIP to ensure transportation dollars are programmed to the diverse and balanced package of transportation needs in the county.

Alameda CTC's programming is guided by the CIP programming principles and project selection guidelines during each CIP programming cycle. As such, the funding distribution derived in the CIP is subject to the Commission's priority of investments during a programming event, the availability of fund sources and use of fund eligibilities, and the projects and programs proposed by Project Sponsors. In general, the CIP prioritizes funding towards projects and programs that are ready for implementation, secured funding plans, and demonstrated readiness with the first years of a given CIP five-year horizon.

Since the 2015, the CIP has programmed over $1.4 billion in transportation dollars amongst all jurisdictions in Alameda County. This Appendix includes a programming investments summary of the CIP's programming by:

1. Project Phase
2. Project Type/Mode
3. Planning Area

1. PROGRAMMING BY PROJECT PHASE

The CIP fundamental programming principles includes an investment strategy to target available funding resources to a diverse portfolio of projects and programs that are in various stages of project development, implementation, and construction.

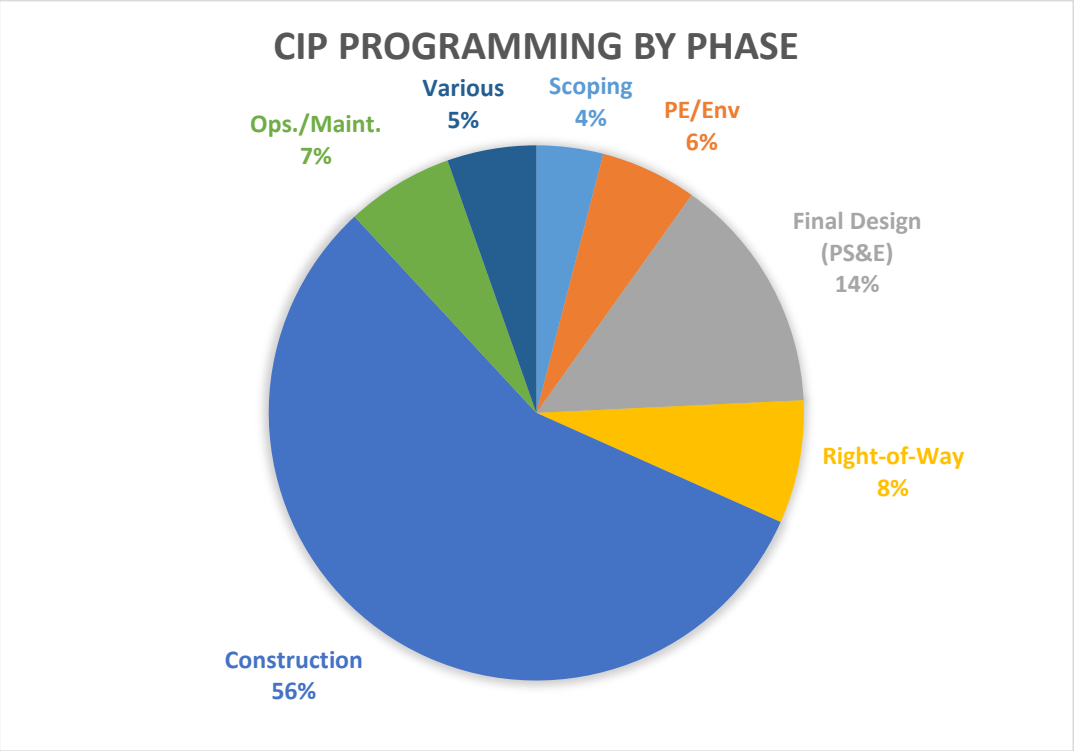
The goal is to strike a balance between investments in project development and construction capital phases that work simultaneously to:

- establish a pipeline of projects moving towards the construction phase,
- implement projects ready to for construction, and
- develop transportation projects to a point of project readiness so that project sponsors may be able to potentially secure competitive federal, State and regional funding sources as they become available.

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Alameda CTC provides local cities, the county, and transit with Measure B / BB / VRF formula Direct Local Distribution funds that assist these agencies in initiating and developing their projects and programs for future inclusion in the CIP. These Direct Local Distribution funds are not part of the CIP funding distribution analysis but are a significant source of funding for all jurisdictions.

The current CIP Programming by Phase includes a range of funding investments progressively increasing in amount from the scoping, preliminary engineering, design, to the construction phases. The majority of CIP programming to date is committed to the construction phase.



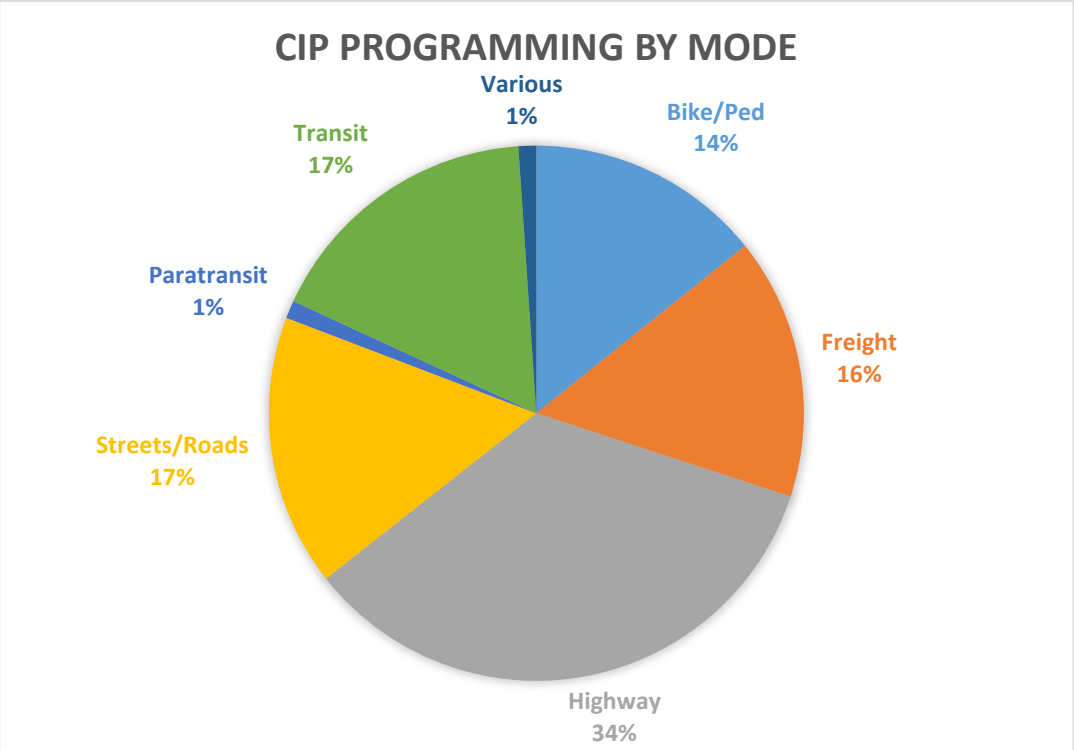
2. PROGRAMMING BY PROJECT TYPE / MODE

Alameda County's transportation system is a diverse network of highway infrastructure, bicycle/pedestrian routes, local streets and roads, and transit routes that are each connected to provide the community with a complete multi-modal network of transportation travel options.

The CIP strives to make investments in all modes of transportation to build and maintain Alameda County's transportation infrastructure and program operations. Alameda CTC investments are only limited by use of fund eligibilities of certain funding sources i.e. Measure B / BB/ VRF bicycle/pedestrian funds can only be used towards bicycle/pedestrian related improvements.

However, due to the wide variety of fund sources programmed through the CIP, the CIP is able to supports a field of projects providing improvements to bicycle/pedestrian networks, local streets

and roads, highway infrastructure, paratransit programs, transit, freight, and community developments.



3. PROGRAMMING BY PLANNING AREA

Alameda CTC considers funding equity across the jurisdictions and planning areas during a given CIP programming cycle. This requires an examination of types of projects proposed to the CIP, project readiness, and eligibilities of the fund sources available at the time of programming towards those projects and programs. Alameda CTC use a traditional population share based methodology amongst the planning areas as a standard point of reference for determining the general percentage share of funding and population by planning area. Alameda CTC defines planning areas into four main geographic areas (north, central, south, east) as depicted in the table below.

Planning Area	Jurisdictions
Planning Area 1 **North Area**	• Alameda • Albany • Berkeley • Emeryville • Oakland • Piedmont
Planning Area 2 **Central Area**	• Hayward • San Leandro • Unincorporated areas of Castro Valley and San Lorenzo
Planning Area 3 **South Area**	• Fremont • Newark • Union City
Planning Area 4 **East Area**	• Dublin • Livermore • Pleasanton, and all unincorporated lands in that area

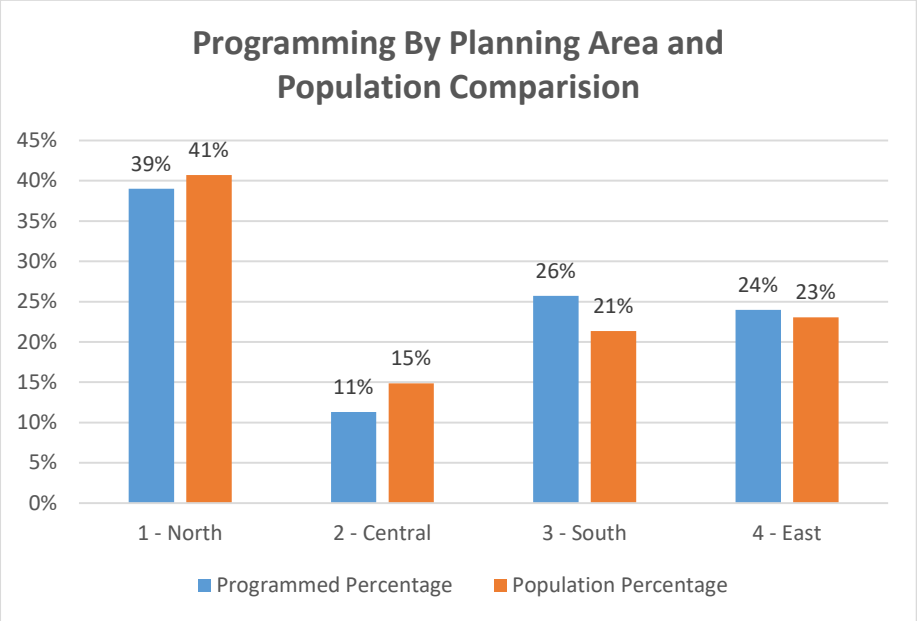
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Within these planning areas, the Alameda County's population distribution favors more urbanized cities such as those in the North planning area.

Planning Area	Population	Percent
1 – North	680,277	41%
2 - Central	248,241	15%
3 - South	356,823	21%
4 - East	385,493	23%
Total	**1,670,834**	**100%**

The CIP programs available transportation dollars towards the Project Sponsors in consideration of the population share. However, it should be noted as described within the CIP's programming principles and project selection guidelines, population share is not the only factor in consideration. Other factors such as programming priorities, funding eligibilities, project readiness, and project types at the time of CIP programming are factors that affect level of investment by planning area.

To date, the CIP's programming investments by planning area, is +/- 5 percent relative to the population share of a planning area.



Alameda CTC's future CIP programming will continue to target and consider the balance of funding distribution across phases, modes, and planning areas.

ACTC_AR3720



Alameda County Transportation Commission
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Alameda CTC

FY2021/22 2014 MBB Direct Local Distributions

Description	Local S&R	Transit Service	Bike & Ped	Paratransit	Total MBB FY2021/22 Direct Local Distributions
Alameda	$ 3,100,202.14	$ -	$ 336,569.49	$ 307,201.25	$ 3,743,972.88
Albany	623,419.08	-	70,968.21	49,632.18	744,019.47
Berkeley	4,728,727.56	-	485,858.66	475,887.89	5,690,474.11
Dublin	817,455.54	-	269,204.85	-	1,086,660.39
Emeryville	447,454.82	-	52,372.06	51,579.78	551,406.66
Fremont	3,679,763.57	-	974,700.84	926,403.32	5,580,867.73
Hayward	3,615,723.10	-	657,830.19	1,244,085.70	5,517,638.99
Livermore	1,556,219.20	-	379,562.37	-	1,935,781.57
Newark	759,076.86	-	203,309.04	194,602.97	1,156,988.87
Oakland	17,688,657.91	-	1,812,233.93	1,923,341.61	21,424,233.45
Piedmont	628,421.76	-	47,004.20	-	675,425.96
Pleasanton	1,187,953.04	-	326,112.54	379,867.92	1,893,933.50
San Leandro	2,177,069.09	-	363,221.59	428,229.84	2,968,520.52
Union City	1,070,027.20	-	302,843.47	341,752.84	1,714,623.51
LAVTA	-	1,148,884.01	-	570,718.71	1,719,602.72
Alameda County	-	-	611,512.55	-	611,512.55
Alameda County - North	122,950.30	-	-	-	122,950.30
Alameda County - Central	3,092,258.59	-	-	-	3,092,258.59
Alameda County - East	659,980.48	-	-	-	659,980.48
AC Transit District	-	43,198,038.64	-	10,339,956.06	53,537,994.70
Alameda Ferries	-	1,148,884.01	-	-	1,148,884.01
Altamont Rail - South	-	1,148,884.01	-	-	1,148,884.01
Altamont Rail - East	-	1,148,884.01	-	-	1,148,884.01
Union City Transit	-	574,442.01	-	-	574,442.01
BART	-	1,148,884.01	-	3,446,652.02	4,595,536.03
Total FY2021/22 Distributions	$ 45,955,360.24	$ 49,516,900.70	$ 6,893,303.99	$ 20,679,912.09	$ 123,045,477.02







2024
Comprehensive Investment Plan
Fiscal Years 2023/24 to 2027/28





Alameda County Transportation Commission
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May 25, 2023

ALAMEDA
County Transportation Commission

ACTC_AR3723

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2024 Comprehensive Investment Plan Summary

Background:

On May 25, 2023, the Commission approved the 2024 Comprehensive Investment Plan (2024 CIP) which included approximately $207M programmed from fiscal year 2023/24 through 2027/28, and $191M allocated over the first two years.

The 2024 CIP shifts previous the five-year programming horizon to encompass fiscal years 2023/24 through 2027/28. The 2024 CIP programming strategy includes the following categories.

Alameda CTC's Comprehensive Investment Plan (CIP) is a near-term strategic programming document through which fund sources administered by Alameda CTC (such as Measure B, Measure BB, Vehicle Registration Fee, Transportation Fund for Clean Air, federal One Bay Area Grant Program) are programmed, allocated, and documented. The CIP is updated annually to document programming and allocations that occurred since its last approval, to capture new programming, allocations and technical adjustments, and to update CIP programming guidelines, policies and procedures.

On April 28, 2022, the Commission approved the 2022 CIP Update which included approximately $220 million programmed from fiscal years (FYs) 2021-22 through 2025-26, and $199 million allocated over the first two years.

As part of the biennial CIP update process, the 2024 CIP includes a shift of the five-year programming horizon to FYs 2023-24 through 2027-28. The recommended components of the 2024 CIP are as follows:

a. $179.7M in new programming and allocation recommendations consisting of Measure B, Measure BB, Vehicle Registration Fee (VRF), Transportation Fund for Clean Air (TFCA), and federal One Bay Area Grant Cycle 3 Program funds;
b. $11.7M in previously approved programming actions occurring after the 2022 CIP Update was approved on April 28, 2022;
c. $10.8M in allocations of previously approved programmed funds; and
d. Technical adjustments to previously programmed and allocated funds.

The resultant 2024 CIP recommended for approval includes a five-year programming total of approximately $207M, with $191M allocated over the first two fiscal years.

The policies, procedures and guidelines for the 2024 CIP Update have remained changes. The full policies, procedures and guidelines can be found on the website: https://www.alamedactc.org/funding/funding-opportunities/

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Attachments

A. Technical Detail: Previously Approved Programming and Allocations (2022 CIP Update, April 28, 2022)
B. Technical Detail: Changes to Current Programming
C. Technical Detail: 2024 Update Five-year Programming Horizon with Two-Year Allocation Plan for Fiscal Years 2023/24 to 2027/28

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County Transportation Commission

2024 Comprehensive Investment Plan

Appendix A

Technical Detail: Current Programming



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Alameda CTC Comprehensive Investment Plan
Current Programming
Current Approved Programming and Allocations (2022 CIP Update - 4/28/22)

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY22-23)
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	3,583	3,583						3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	JARC	Transit	O&M	1,417	1,417						1,417
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	2-Central	Lifeline	STA	Transit	CON	450	450						450
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	1,741	1,741						1,741
00009	AC Transit	City of Oakland Broadway Shuttle	1-North	Lifeline	JARC	Transit	O&M	405	405						405
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	TFCA	Prog Mgr	Transit	CON	925	925						925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	2000 MB	07A	Transit	Various	11,510	11,510						11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	2014 MBB	TEP-13	Transit	CON	10,000	10,000						10,000
00056	AC Transit	Grand/MacArthur BRT	1-North	2014 MBB	TEP-15	Transit	Planning / Scoping	97	97						97
00057	AC Transit	College/Broadway Corridor Transit Priority	1-North	2014 MBB	TEP-16	Transit	Planning / Scoping	100	100						100
00171	AC Transit	Line 97 Corridor Improvements (Signal timing component)	2-Central	TFCA	Prog Mgr	Transit	Various	228	228						228
00193	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	1-North	2010 VRF	Disc-Transit	Transit	Various	300	300						300
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	447	447						447
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	PE/Env	536	536						536
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2010 VRF	Disc-Transit	Transit	CON	4,018	4,018						4,018
00379	AC Transit	Quick Builds	1-North	STP/CMAQ	STP/CMAQ	Transit	CON	954	954						954
00380	AC Transit	Tempo Quick Build Transit Lane Delineation	1-North	STP/CMAQ	STP/CMAQ	Transit	CON	300	300						300
00381	AC Transit	Oakland Traffic Management Center	1-North	2000 MB	Disc-Transit	Transit	CON	375	375						375
00087	Alameda	Alameda City Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	505	505						505
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Planning / Scoping	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	PE/Env	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Final Design (PS&E)	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	CON	7,650		7,650					
00196	Alameda	Central Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	3,487	3,487						3,487

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Alameda CTC Comprehensive Investment Plan
Current Programming
Current Approved Programming and Allocations (2022 CIP Update - 4/28/22)

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY22-23)
00197	Alameda	City Wide Street Resurfacing - Pavement Management	1-North	STP/CMAQ	LSR	LSR	CON	827	827						827
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	124	124						124
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	443	443						443
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,451	4,451						4,451
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	PE/Env	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	434	434						434
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	ROW	1,097	1,097						1,097
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	CON	6,376	6,376						6,376
00200	Alameda	Seaplane Lagoon Ferry Terminal	1-North	2014 MBB	TEP-45	Transit	CON	8,200	8,200						8,200
00314	Alameda	Otis Drive Traffic Calming and Safety Improvement Project	1-North	TFCA	Prog Mgr	Transit	CON	175	175						175
00345	Alameda	Alameda Commercial and Slow Streets Program	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00358	Alameda	Implement 8 School Safety Assessments in Alameda	1-North	2000 MB	Disc-BP	Bike/Ped	CON	84	84						84
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	2000 MB	Disc-BP	Bike/Ped	CON	192	192						192
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00335	Alameda	West End Bike Ped Bridge Project	1-North	2014 MBB	TEP-37	Bike/Ped	Planning / Scoping	1,555	1,555						1,555
00088	Alameda County	Alameda Co-Various Streets and Roads Preservation	4-East	OBAG	STP	LSR	CON	1,565	1,565						1,565
00127	Alameda County	Hesperian Blvd Corridor Improvement (A St - I880)	2-Central	2014 MBB	TEP-26	LSR	CON	7,000	7,000						7,000
00162	Alameda County	East Castro Valley Boulevard Class II Bike Lanes	4-East	TFCA	Prog Mgr	Bike/Ped	Various	62	62						62
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2-Central	2000 MB	Disc-TCD	Transit	Planning / Scoping	88	88						88
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	2014 MBB	TEP-26	LSR	CON	7,600	7,600						7,600
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	245	245						245
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	9,300	9,300						9,300
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	STP/CMAQ	LSR	LSR	CON	2,171	2,171						2,171

Alameda CTC Comprehensive Investment Plan
Current Programming
Current Approved Programming and Allocations (2022 CIP Update - 4/28/22)

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY22-23)
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	STP/CMAQ	LSR	LSR	CON	1,779	1,779						1,779
00319	Alameda County	Hesperian Blvd Class 2 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00329	Alameda County	East Lewelling Blvd Class 4 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00344	Alameda County	Unincorporated Alameda County Bicycle Route Signage	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	40	40						40
00357	Alameda County	Sidewalk & Intersection Improvements to access Royal Sunset High School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	136	136						136
00377	Alameda County	Anita Avenue Streetscape Improvements	2-Central	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	2,000	2,000						2,000
00396	Alameda County	East Lewelling Blvd Streetscape Improvements Phase II	2-Central	2010 VRF	Disc-BP	Bike/Ped	CON	1,950	1,950						1,950
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	1,852	1,852						1,852
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	98	98						98
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	OBAG	STP/CMAQ	Bike/Ped	CON								
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	2010 VRF	Disc-Transit	Transit	CON	7,000	7,000						7,000
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	8	8						8
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	2000 MB	Disc-PT	Paratransit	O&M	109	109						109
00053	Alameda CTC	Affordable Student Transit Pass Programs	Multiple	2014 MBB	TEP-08	Transit	O&M	15,000	15,000						15,000
00054	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	Multiple	2014 MBB	TEP-12	Paratransit	Planning / Scoping	1	1						1
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	PE/Env	4,182	4,182						4,182
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	Final Design (PS&E)	7,200	7,200						7,200
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	Final Design (PS&E)	841	841						841
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	ROW	353	353						353
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	ROW	5,300	5,300						5,300
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	ROW	15	15						15
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	CON	2,385	2,385						2,385
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	CON	10,231	10,231						10,231
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	CON	265	265						265

Alameda CTC Comprehensive Investment Plan
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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programming and Allocations ($ x 1,000) Programmed Amount	Prior Allocations Prior Thru FY2022-23	Prior Programming FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY22-23)
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Planning / Scoping	12	12						12
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	PE/Env	5,838	5,838						5,838
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Final Design (PS&E)	12,150	12,150						12,150
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	STIP	RIP	HWY	CON	50	50						50
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	PE/Env	1,731	1,731						1,731
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	Final Design (PS&E)	9,324	9,324						9,324
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	ROW	20,315	20,315						20,315
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	CON	90,630	90,630						90,630
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	ROW	546	546						546
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	CON	854	(3,946)						(3,946)
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	SB-1	LPP	HWY	CON	8,600	8,600						8,600
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	Planning / Scoping	1,230	1,230						1,230
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	Final Design (PS&E)	2,792	2,792						2,792
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	CON	1,767	1,767						1,767
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	Planning / Scoping	100	100						100
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	PE/Env	275	275						275
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	Final Design (PS&E)	10,425	10,425						10,425
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-39	HWY	Final Design (PS&E)	5,125	5,125						5,125
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	STIP	RIP	HWY	CON	50	50						50
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	3-South	2014 MBB	TEP-39	HWY	Planning / Scoping	825	825						825
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	3-South	2014 MBB	TEP-39	HWY	PE/Env	4,750	4,750						4,750
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	PE/Env	4,371	4,371						4,371
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	12,400	12,400						12,400
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART		2014 MBB	TEP-42	Bike/Ped	ROW	1,479	1,479						1,479

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Alameda CTC Comprehensive Investment Plan
Current Programming
Current Approved Programming and Allocations (2022 CIP Update - 4/28/22)

CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programming and Allocations ($ x 1,000) Programmed Amount	Prior Allocations Prior Thru FY2022-23	Prior Programming FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY22-23)
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	TFCA	Prog Mgr	Bike/Ped	CON								
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	1986 MB	MB226	LSR	CON	19,350	19,350						19,350
00117	Alameda CTC	I-680 Sunol SB Express Lane	3-South	2000 MB	08A	HWY	O&M	4,500	4,500						4,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	3-South	2000 MB	08A	HWY	CON	20,000	20,000						20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2000 MB	08B	HWY	Final Design (PS&E)	4,500	4,500						4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2000 MB	08B	HWY	CON	100,000	100,000						100,000
00120	Alameda CTC	Alameda County Rail Strategy Study	Multiple	2014 MBB	TEP-27	Freight	Planning / Scoping	170	170						170
00120	Alameda CTC	Alameda County Rail Strategy Study (Rail Safety Enhancement Program)	Multiple	2014 MBB	TEP-27	Freight	PE/Env	80	80						80
00131	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	4-East	2014 MBB	TEP-26	HWY	Planning / Scoping	17	17						17
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	5,336	5,336						5,336
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	PE/Env	3,494	3,494						3,494
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	7,020	7,020						7,020
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	ROW	895	895						895
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	CON	7,105	7,105						7,105
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	Planning / Scoping	3,500	3,500						3,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	PE/Env	5,500	5,500						5,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	CON								
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Planning / Scoping	4	4						4
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	12,348	12,348						12,348
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	29,881	29,881						29,881
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	ROW	51,646	51,646						51,646
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	CON	36,441	36,441						36,441
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-23	Freight	CON	25,500	25,500						25,500
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-41	Freight	CON	2,000	2,000						2,000

Alameda CTC Comprehensive Investment Plan
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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programming and Allocations ($ x 1,000) Programmed Amount	Prior Allocations Prior Thru FY2022-23	Prior Programming FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY22-23)
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	SB-1	LPP	Freight	CON	3,800	3,800						3,800
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	4,700	4,700						4,700
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	Multiple	2014 MBB	TEP-41	Freight	Various	300	300						300
00159	Alameda CTC	Matching Program for Last Mile Connection Technology Programs	Multiple	2014 MBB	TEP-46	Transit	Various	200	200						200
00161	Alameda CTC	Overall Planning/Monitoring Services	Multiple	2014 MBB	TEP-46	Multiple	O&M	100	100						100
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Multiple	TFCA	Prog Mgr	Multiple	O&M	210	210						210
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	Multiple	TFCA	Prog Mgr	Transit	O&M	270	270						270
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	Multiple	2000 MB	Disc-TCD	Bike/Ped	Planning / Scoping	200	200						200
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	O&M	1,767	1,767						1,767
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	2014 MBB	TEP-45	Transit	O&M	1,004	1,004						1,004
00206	Alameda CTC	Comprehensive Multimodal Monitoring	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	1,250	1,250						1,250
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	1,789	1,789						1,789
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	8,992	8,992						8,992
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	2014 MBB	TEP-27	Freight	O&M	360		360					
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Planning / Scoping	20,000	20,000						20,000
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	PE/Env	6,503	6,503						6,503
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Final Design (PS&E)	21,000	21,000						21,000
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	ROW	6,708	6,708						6,708
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	STIP	RIP	HWY	CON	5,793	5,793						5,793
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	2014 MBB	TEP-46	Multiple	Planning / Scoping	1,000	1,000						1,000
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	402	402						402
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	16,598	16,598						16,598
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	Final Design (PS&E)	172	172						172
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	CON	368	368						368

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								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY22-23)
00280	Alameda CTC	Toll Revenue Forecasting	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	875	875						875
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	PE/Env	5,800	5,800						5,800
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	Final Design (PS&E)	12,000	12,000						12,000
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	ROW	5,966	5,966						5,966
00287	Alameda CTC	Oakland Alameda Access Project	1-North	STIP	RIP	HWY	CON	50	50						50
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Planning / Scoping	1,304	1,304						1,304
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	PE/Env	900	900						900
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Final Design (PS&E)	5,696	5,696						5,696
00289	Alameda CTC	Student Transit Pass Program	Multiple	2014 MBB	TEP-07	Transit	O&M	23,500	16,200	7,300					16,200
00313	Alameda CTC	Countywide Model Update	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	800	800						800
00343	Alameda CTC	Alameda CTC STIP Administration (Planning, Programming and Monitoring)	Multiple	STIP	RIP	Multiple	Various	315	315						315
00406	Alameda CTC	CTA Planning & Programming (for Various Youth and Adult Bicycle Promotion & Education)	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning / Scoping	160	160						160
00407	Alameda CTC	Alameda County Safe Routes to Schools	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning / Scoping	1,500	1,500						1,500
00408	Alameda CTC	CTA Planning & Programming	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning / Scoping	354	354						354
00412	Alameda CTC	Route 84 Expressway - South Segment	4-East	2000 MB	24	HWY	Various	(6,000)	(6,000)						(6,000)
00412	Alameda CTC	Route 84 Expressway - South Segment	4-East	2014 MBB	TEP-32	HWY	ROW	10,000	10,000						10,000
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2000 MB	24	HWY	Final Design (PS&E)	400	400						400
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2000 MB	24	HWY	CON	5,600	5,600						5,600
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	Multiple	TFCA	Prog Mgr	Multiple	O&M	100	100						100
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	1-North	TFCA	Prog Mgr	Bike/Ped	Various	95	95						95
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	1-North	STP/CMAQ	LSR	Bike/Ped	CON	340	340						340
00346	Albany	Solano and Marin Ave Sidewalk Improvements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	2000 MB	Disc-BP	Bike/Ped	CON	741	741						741
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	TFCA	Prog Mgr	Bike/Ped	CON	85	85						85

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
								Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY22-23)
00021	ASEB	Special Transportation Services for Individuals with Dementia	1-North	2000 MB	Disc-PT	Paratransit	O&M	400	400						400
00300	ASEB	Regrowth of Transportation Services for Individuals with Dementia	1-North	2000 MB	Disc-PT	Paratransit	O&M	797	628	169					628
00339	BAAQMD / CEC	Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (NorCAL Drayage)	1-North	2014 MBB	TEP-46	Freight	CON	3,640	3,640						3,640
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	1-North	Lifeline	STA	Transit	O&M	250	250						250
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Planning / Scoping	2,760	2,760						2,760
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Final Design (PS&E)	16,450	16,450						16,450
00059	BART	Bay Fair Connector/BART Metro	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	85	85						85
00172	BART	BART West Oakland Bike Locker Plaza	1-North	TFCA	Prog Mgr	Transit	Various	55	55						55
00215	BART	BART to Livermore	4-East	TCRP	TCRP	Transit	PE/Env	1,700	1,700						1,700
00215	BART	BART to Livermore	4-East	2000 MB	26	Transit	PE/Env	1,400	1,400						1,400
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	500	500						500
00304	BART	19th Street Oakland BART Modernization	1-North	2014 MBB	TEP-19	Transit	CON	17,650	17,650						17,650
00318	BART	West Oakland BART Station Bike Locker Expansion	1-North	TFCA	Prog Mgr	Transit	CON	100	100						100
00341	BART	Vehicle Overhaul and Heavy Repairs Shop (VOHRS)	2-Central	2014 MBB	TEP-18	Transit	Final Design (PS&E)	5,000	5,000						5,000
00089	Berkeley	Shattuck Complete Streets and De-couplet	1-North	OBAG	STP	Bike/Ped	CON	2,777	2,777						2,777
00097	Berkeley	Hearst Avenue Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	2,256	2,256						2,256
00165	Berkeley	Berkeley Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	Various	137	137						137
00177	Berkeley	Hearst Ave Complete Streets	1-North	TFCA	Prog Mgr	Bike/Ped	CON	88	88						88
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	29	29						29
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	49	49						49
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	59	59						59
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	613	613						613
00220	Berkeley	Milvia Bikeway Project	1-North	2000 MB	Disc-BP	Bike/Ped	PE/Env	350	350						350
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	220	220						220

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									Prior Allocations	Prior Programming					
								Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY22-23)
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	387	387						387
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	613	613						613
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	7,335	7,335						7,335
00330	Berkeley	Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON	117	117						117
00347	Berkeley	Berkeley Healthy Streets Program Expansion	1-North	2000 MB	Disc-BP	Bike/Ped	CON	52	52						52
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	22	22						22
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	52	52						52
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TCD	Transit	Planning / Scoping	110	110						110
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TCD	Transit	PE/Env	180	180						180
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	61	61						61
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	153	153						153
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	1,057	1,057						1,057
00410	Berkeley	Adeline Street Transportation Improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	495	495						495
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2000 MB	Disc-PT	Paratransit	O&M	535	535						535
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	1-North	2014 MBB	TEP-12	Paratransit	O&M	306	306						306
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2014 MBB	TEP-12	Paratransit	O&M	1,004	779	225					779
00023	CIL	Mobility Matters Project	1-North	2000 MB	Disc-PT	Paratransit	O&M	679	679						679
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	1-North	2000 MB	Disc-PT	Paratransit	O&M	500	500						500
00293	CIL	Community Connections Program (CoCo)	1-North	2000 MB	Disc-PT	Paratransit	O&M	940	752	188					752
00291	CRIL	Travel Training: Oh The Places You Will Go!	2-Central	2000 MB	Disc-PT	Paratransit	O&M	486	486						486
00173	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	2-Central	TFCA	Prog Mgr	Transit	Various	123	123						123
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128
00320	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations	2-Central	TFCA	Prog Mgr	Transit	O&M	215	215						215
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	O&M	220	220						220

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								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY22-23)
00295	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	582	388						388
00052	Dublin	Iron Horse Transit Route - Dougherty Road	4-East	2000 MB	09	Multiple	CON	6,267	6,267						6,267
00090	Dublin	Dublin Boulevard Preservation	4-East	OBAG	STP	LSR	CON	470	470						470
00123	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	4-East	2014 MBB	TEP-26	LSR	CON	11,200	11,200						11,200
00124	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	4-East	2014 MBB	TEP-26	LSR	CON	3,000	3,000						3,000
00166	Dublin	San Ramon Road Arterial Mgmt	4-East	TFCA	Prog Mgr	LSR	Various	146	146						146
00224	Dublin	City of Dublin Street Rehab	4-East	STP/CMAQ	LSR	LSR	CON	661	661						661
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	PE/Env	2,374	2,374						2,374
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	Final Design (PS&E)	5,374	5,374						5,374
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	166	166						166
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,128	1,128						1,128
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	CON	4,751	4,751						4,751
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	TFCA	Prog Mgr	Bike/Ped	CON	856	856						856
00315	Dublin	Tassajara Road Arterial Management Project	4-East	TFCA	Prog Mgr	Transit	CON	146	146						146
00348	Dublin	Regional Street Improvement Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00361	Dublin	Safe Routes to School - Crosswalk Improvements Project	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	94	94						94
00402	Dublin	Safe Routes to School Improvements Dublin	4-East	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	110	110						110
00402	Dublin	Safe Routes to School Improvements Dublin	4-East	2010 VRF	Disc-BP	Bike/Ped	CON	390	390						390
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2000 MB	Disc-TCD	Bike/Ped	Final Design (PS&E)	41	41						41
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2010 VRF	Disc-BP	Bike/Ped	CON	226	226						226
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	1-North	2014 MBB	TEP-42	Bike/Ped	CON	642	642						642
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	1-North	2014 MBB	TEP-42	Bike/Ped	CON	2,833	2,833						2,833
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	296	296						296
00292	Eden I&R	Mobility Management Through 211 Alameda County	2-Central	2000 MB	Disc-PT	Paratransit	O&M	747	582	165					582

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00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	1-North	2014 MBB	TEP-12	Paratransit	O&M	952	776	176					776
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	1-North	2000 MB	Disc-PT	Paratransit	O&M	174	174						174
00141	Emeryville	South Bayfront Bridge	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,895	1,895						1,895
00141	Emeryville	South Bayfront Bridge	1-North	TFCA	Prog Mgr	Bike/Ped	CON	105	105						105
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00230	Emeryville	Emery Go Round General Benefit Operations	1-North	2014 MBB	TEP-45	Transit	O&M	2,500	2,500						2,500
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	1-North	2000 MB	Disc-TCD	Transit	CON	930	930						930
00271	Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	1-North	2014 MBB	TEP-12	Paratransit	O&M	52	52						52
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets	1-North	CMA-TIP	Other	Freight	CON	1,380	1,380						1,380
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets (TCEP Match)	1-North	2014 MBB	TEP-41	Freight	CON	1,800	1,800						1,800
00301	Emeryville	Emeryville Senior Center Group Trips Bus Purchase	1-North	2000 MB	Disc-PT	Paratransit	O&M	132	132						132
00349	Emeryville	Shared Doyle Street Quick-Build Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00391	Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	1-North	2000 MB	Disc-TCD	Transit	Final Design (PS&E)	2,000	2,000						2,000
00394	Emeryville	Emery Go-Round Operating Expenses (FY2022-FY2026)	1-North	2010 VRF	Disc-Transit	Transit	O&M	2,000	500	500	500	500			500
00411	Emeryville	Emeryville Transportation Investments	Multiple	2014 MBB	TEP-45	Transit	Planning / Scoping	225	225						225
00025	Fremont	Tri-City Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	431	431						431
00026	Fremont	Tri-City Volunteer Driver Programs	3-South	2000 MB	Disc-PT	Paratransit	O&M	549	549						549
00027	Fremont	Tri-City Taxi Voucher Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	450	450						450
00091	Fremont	Fremont City Center Multi-Modal Improvements	3-South	OBAG	STP	Multiple	CON	1,288	1,288						1,288
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-45	Transit	CON	25,000	25,000						25,000
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-21	Transit	CON	5,000	5,000						5,000
00143	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	41	41						41
00152	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	3-South	2014 MBB	TEP-42	Multiple	Planning / Scoping	42	42						42
00153	Fremont	Scoping: Fremont BART Station West Side Enhancement	3-South	2014 MBB	TEP-45	Transit	Planning / Scoping	42	42						42

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programming and Allocations ($ x 1,000) Programmed Amount	Prior Allocations Prior Thru FY2022-23	Prior Programming FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY22-23)
00154	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	3-South	2014 MBB	TEP-45	Bike/Ped	Planning / Scoping	42	42						42
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	3-South	TFCA	Prog Mgr	LSR	CON	425	425						425
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	3-South	TFCA	Prog Mgr	LSR	CON	646	646						646
00233	Fremont	City of Fremont Pavement Rehabilitation Project	3-South	STP/CMAQ	LSR	LSR	CON	2,760	2,760						2,760
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	PE/Env	386	386						386
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	799	799						799
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	CON	6,510	6,510						6,510
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	PE/Env	1,901	1,901						1,901
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,553	3,553						3,553
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	PE/Env	443	443						443
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,328	1,328						1,328
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	CON	7,525	7,525						7,525
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	3-South	2014 MBB	TEP-45	Bike/Ped	CON	5,000	5,000						5,000
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	298	298						298
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	731	579	152					579
00305	Fremont	I-880 Interchange Modernization & Area Imprvts. (Mission Blvd, Washington, Auto Mall Pkwy, Auto Mall Pkwy / WarmSprings Intersection)	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	3,000	3,000						3,000
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	1,000	1,000						1,000
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	PE/Env	2,000	2,000						2,000
00308	Fremont	Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone	3-South	2014 MBB	TEP-21	Freight	CON	977	977						977
00309	Fremont	I-880 Bridge at Pacific Commons Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,100	2,100						2,100
00322	Fremont	Former State Route 84 Pavement Rehabilitation	3-South	2014 MBB	TEP-21	LSR	CON	2,000	2,000						2,000
00350	Fremont	Centerville Complete Streets Pilot Road Diet	3-South	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00362	Fremont	Fremont Boulevard/Country Drive Protected Intersection Project	3-South	2000 MB	Disc-BP	Bike/Ped	CON	267	267						267
00373	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	3-South	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,271	1,271						1,271

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									Prior Allocations	Prior Programming					
								Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY22-23)
00374	Fremont	Fremont Boulevard/Grimmer Boulevard Improvement Project	3-South	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,415	1,415						1,415
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	750	750						750
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	Final Design (PS&E)	250	250						250
00307	Fremont/ Union City	Decoto Boulevard Complete Streets w/Transit Priority Project	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	3,500	3,500						3,500
00312	Fremont/ Union City	Dumbarton to Quarry Lakes Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,000	2,000						2,000
00092	Hayward	Hayward - Industrial Boulevard Preservation	2-Central	OBAG	STP	LSR	CON	1,265	1,265						1,265
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	2014 MBB	TEP-26	LSR	CON	23,162	23,162						23,162
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Planning / Scoping	1,047	1,047						1,047
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	PE/Env	4,261	4,261						4,261
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	STIP	RIP	HWY	CON	50	50						50
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	175	175						175
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	1,500	1,500						1,500
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2-Central	2014 MBB	TEP-26	HWY	Planning / Scoping	440	440						440
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	Final Design (PS&E)	88	88						88
00351	Hayward	Patrick Avenue Traffic Calming Improvement Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00363	Hayward	Cesar Chavez Middle School – Safe Routes to School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	162	162						162
00283	LARPD/TVC	Valley Trails Connection Project	4-East	CMA-TIP	Other	Bike/Ped	CON	110	110						110
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	STA	Transit	O&M	388	388						388
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	JARC	Transit	O&M	129	129						129
00160	LAVTA	Pilot Transit Program for Last Mile Connections	4-East	2000 MB	Disc-Transit	Transit	O&M	51	51						51
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	4-East	TFCA	Prog Mgr	Transit	O&M	275	275						275
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Transit	O&M	318	318						318
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	152	152						152
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	CON	1,262	1,262						1,262

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00245	LAVTA	Wheels Forward/2020 Plan	4-East	2000 MB	Disc-Transit	Transit	Planning / Scoping	220	220						220
00298	LAVTA	Para-Taxi Debit Card	4-East	2000 MB	Disc-PT	Paratransit	O&M	87	71	16					71
00299	LAVTA	Para-Taxi Operations	4-East	2000 MB	Disc-PT	Paratransit	O&M	140	107	33					107
00321	LAVTA	LAVTA Rte 30 BRT Operations, FYs 19/20 and 20/21	4-East	TFCA	Prog Mgr	Transit	O&M	477	477						477
00334	LAVTA	Route 30R Weekday Operations	4-East	TFCA	Prog Mgr	Bike/Ped	CON	490	490						490
00340	LAVTA	Rapid Bus Stop Improvement Project	4-East	RM2	Other	Transit	Various	2,300	2,300						2,300
00378	LAVTA	Passenger Facilities Enhancements	4-East	STP/CMAQ	STP/CMAQ	Transit	CON	2,000	2,000						2,000
00389	LAVTA	Atlantis O&M Facility Bridging Documents	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	541	541						541
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	O&M	22	22						22
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	O&M	275	275						275
00296	LIFE ElderCare	Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults	3-South	2000 MB	Disc-PT	Paratransit	O&M	1,023	773	250					773
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	20	20						20
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	30	30						30
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	160	160						160
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	193	193						193
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	CON	1,407	1,407						1,407
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	4-East	STP/CMAQ	LSR	LSR	CON	1,382	1,382						1,382
00247	Livermore	Vasco Road/I-580 Interchange Improvements	4-East	2014 MBB	TEP-34	HWY	PE/Env	1,380	1,380						1,380
00352	Livermore	Downtown Livermore Bicycle Parking Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	17	17						17
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	84	84						84
00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	81	81						81
00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	242	242						242
00102	MTC	Regional Planning Activities and PPM - Alameda	Multiple	OBAG	STP	Multiple	PE/Env	1,034	1,034						1,034

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00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	CON	600	600						600
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75	75						75
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	PE/Env	325	325						325
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	350	350						350
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	500	500						500
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	800	800						800
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	CON	1,500	1,500						1,500
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	300	300						300
00327	MTC / Alameda CTC	I-80 Powell Interchange	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	250	250						250
00327	MTC / Alameda CTC	I-80 Powell Interchange	1-North	2010 VRF	Disc-Transit	Transit	CON	2,500	2,500						2,500
00328	MTC / Alameda CTC	Bay Bridge Bicycle/Pedestrain LINK	1-North	2000 MB	Disc-BP	Transit	Final Design (PS&E)	3,000	3,000						3,000
00099	Newark	Enterprise Drive Complete Streets and Road Diet	3-South	OBAG	STP	Bike/Ped	CON	454	454						454
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	Final Design (PS&E)	3,253	3,253						3,253
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	CON	11,134	11,134						11,134
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	ROW	1,667	1,667						1,667
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	3-South	STP/CMAQ	LSR	LSR	CON	592	592						592
00353	Newark	Jarvis Avenue Class II Buffered Bike Lanes	3-South	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00366	Newark	Newark Safe Routes to School Improvements	3-South	2000 MB	Disc-BP	Bike/Ped	CON	43	43						43
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	2000 MB	Disc-BP	Bike/Ped	CON	323	323						323
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	TFCA	Prog Mgr	Bike/Ped	CON	130	130						130
00028	Oakland	Taxi-Up & Go Project	1-North	2000 MB	Disc-PT	Paratransit	O&M	350	350						350
00064	Oakland	Oakland Broadway Corridor Transit	1-North	2014 MBB	TEP-24	Transit	Planning / Scoping	50	50						50

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00093	Oakland	Lake Merritt BART Bikeways	1-North	OBAG	STP	Bike/Ped	CON	571	571						571
00094	Oakland	Oakland Complete Streets	1-North	OBAG	STP	LSR	CON	3,384	3,384						3,384
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	STP	Bike/Ped	CON	4,446	4,446						4,446
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	CMAQ	Bike/Ped	CON	2,554	2,554						2,554
00100	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	1-North	OBAG	CMAQ	Bike/Ped	CON	5,452	5,452						5,452
00103	Oakland	7th Street West Oakland Transit Village, Phase II	1-North	OBAG	CMAQ	Bike/Ped	CON	3,288	3,288						3,288
00121	Oakland	Oakland Army Base Roadway Infrastructure Improvements	1-North	2014 MBB	TEP-26	Freight	CON	41,000	41,000						41,000
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	1-North	2014 MBB	TEP-26	Freight	CON	5,000	5,000						5,000
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,300	1,300						1,300
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	CON	5,300	5,300						5,300
00137	Oakland	I-880/42nd-High Street Access Improvements	1-North	2014 MBB	TEP-40	HWY	CON	10,000	10,000						10,000
00167	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	1-North	TFCA	Prog Mgr	Transit	O&M	210	210						210
00168	Oakland	CityRacks, Phase 12	1-North	TFCA	Prog Mgr	Bike/Ped	Various	124	124						124
00180	Oakland	Broadway Shuttle Operations	1-North	2014 MBB	TEP-45	Transit	O&M	1,650	1,650						1,650
00180	Oakland	Broadway Shuttle Operations	1-North	TFCA	Prog Mgr	Transit	O&M	790	790						790
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	1-North	TFCA	Prog Mgr	Transit	O&M	367	367						367
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	PE/Env	225	225						225
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	Final Design (PS&E)	1,725	1,725						1,725
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	250	250						250
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,250	1,250						1,250
00252	Oakland	East Oakland Community Streets Plan	1-North	2014 MBB	TEP-45	LSR	Planning / Scoping	100	100						100
00253	Oakland	Fruitvale Ave Gap Closure	1-North	2014 MBB	TEP-44	Bike/Ped	CON	1,634	1,634						1,634
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	80	80						80

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00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	320	320						320
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,392	4,392						4,392
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	2,500	2,500						2,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	Final Design (PS&E)	1,500	1,500						1,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	CON	9,500	9,500						9,500
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	PE/Env	734	734						734
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	CON	4,161	4,161						4,161
00259	Oakland	OakMob Transportation Demand Management (TDM)	1-North	2014 MBB	TEP-45	Transit	O&M	215	215						215
00323	Oakland	Broadway Transit Lanes	1-North	2014 MBB	TEP-24	Transit	CON	4,000	4,000						4,000
00331	Oakland	E. 12th St Bike Lanes	1-North	TFCA	Prog Mgr	Bike/Ped	CON	215	215						215
00354	Oakland	Citywide Bicycle/Pedestrian Rapid Response Enhancements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	60	60						60
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	CON	125	125						125
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	CMA-TIP	CMA-TIP	Bike/Ped	CON	200	200						200
00375	Oakland	14th Street Complete Streets Project	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,000	1,000						1,000
00376	Oakland	East Bay Greenway Segment II	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,000	1,000						1,000
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	98	98						98
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	207	207						207
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	ROW	21	21						21
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	CON	1,398	1,398						1,398
00101	Piedmont	Piedmont Complete Streets (CS)	1-North	OBAG	STP	Bike/Ped	CON	129	129						129
00260	Piedmont	Oakland Avenue Improvements	1-North	STP/CMAQ	LSR	LSR	CON	168	168						168
00285	Piedmont	Piedmont LSR Exchange Projects	1-North	CMA-TIP	Other	LSR	CON	(208)	(208)						(208)

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								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
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00286	Piedmont	Oakland Avenue Pedestrian Bridge Railing Project	1-North	CMA-TIP	Other	LSR	CON	208	208						208
00370	Piedmont	Oakland Avenue Pedestrian Enhancement Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	19	19						19
00332	Piedmont/ EBCE	EV Charging in Piedmont	1-North	TFCA	Prog Mgr	Bike/Ped	CON	120	120						120
00029	Pleasanton	Downtown Route Shuttle (DTR)	4-East	2000 MB	Disc-PT	Paratransit	O&M	148	148						148
00104	Pleasanton	Pleasanton Complete Streets	4-East	OBAG	STP	Bike/Ped	CON	832	832						832
00169	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	4-East	TFCA	Prog Mgr	Transit	O&M	53	53						53
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Bike/Ped	O&M	130	130						130
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	4-East	STP/CMAQ	LSR	LSR	CON	1,095	1,095						1,095
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	4-East	2014 MBB	TEP-26	HWY	CON	5,200	5,200						5,200
00316	Pleasanton	Citywide Trip Reduction Program	4-East	TFCA	Prog Mgr	Transit	O&M	80	80						80
00355	Pleasanton	Division Street/St. Mary's Street Cycle Track and Buffered Bike Lanes Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	62	62						62
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	2000 MB	Disc-BP	Bike/Ped	CON	717	717						717
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	150	150						150
00144	Port of Oakland	Scoping: Airport Drive Overlay	1-North	2014 MBB	TEP-26	Multiple	Planning / Scoping	42	42						42
00145	Port of Oakland	Scoping: Port Terminal Seismic Monitoring Program	1-North	2014 MBB	TEP-26	Freight	Planning / Scoping	7	7						7
00146	Port of Oakland	Scoping: Port Area ITS Deployment	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00147	Port of Oakland	Scoping: Middle Harbor Road Improvements	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00148	Port of Oakland	Scoping: Port Terminal Lighting Upgrade	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00149	Port of Oakland	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50						50
00150	Port of Oakland	Scoping: Airport Perimeter Dike	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	30	30						30
00151	Port of Oakland	Scoping: 7th Street Grade Separation East	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	2014 MBB	TEP-26	LSR	CON	30,000	30,000						30,000
00096	San Leandro	San Leandro Boulevard Preservation	2-Central	OBAG	STP	LSR	CON	804	804						804
00170	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	2-Central	TFCA	Prog Mgr	Transit	O&M	50	50						50

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Alameda CTC Comprehensive Investment Plan
Current Programming
Current Approved Programming and Allocations (2022 CIP Update - 4/28/22)

CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programming and Allocations ($ x 1,000) Programmed Amount	Prior Allocations Prior Thru FY2022-23	Prior Programming FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY22-23)
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	130	130						130
00190	San Leandro	LINKS Shuttle Operations	2-Central	2014 MBB	TEP-45	Transit	O&M	1,020	1,020						1,020
00190	San Leandro	LINKS Shuttle Operations	2-Central	2010 VRF	Disc-Transit	Transit	O&M	743	149	154	217	223			149
00190	San Leandro	LINKS Shuttle Operations (FY20/21 & 21/22)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128
00190	San Leandro	LINKS Shuttle Operations (FY22/23 & FY 23/24)	2-Central	TFCA	Prog Mgr	Transit	O&M	114	57	57					57
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	2014 MBB	TEP-26	LSR	CON	1,821				1,821			
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	PE/Env	73	73						73
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	CON	975	975						975
00356	San Leandro	Lewelling Blvd Pedestrian Safety Rapid Flashing Beacons Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	2000 MB	Disc-TCD	Bike/Ped	CON	1,387	1,387						1,387
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	92	92						92
00405	San Leandro	MacArthur Boulevard Park & Ride	2-Central	2010 VRF	Disc-Transit	Transit	CON	543		543					
00405	San Leandro	MacArthur Boulevard Park & Ride	2-Central	TFCA	Prog Mgr	Transit	CON	80		80					
00030	SHS	Rides for Seniors	2-Central	2000 MB	Disc-PT	Paratransit	O&M	235	235						235
00051	SJRRC	ACE Capital	4-East	2000 MB	01	Transit	Various	13,184	13,184						13,184
00382	SJRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	235	235						235
00382	SJRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	CON	1,765	1,765						1,765
00031	SSPTV	Volunteer Assisted Senior Transportation Program	4-East	2000 MB	Disc-PT	Paratransit	O&M	325	325						325
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	O&M	210	210						210
00297	SSPTV	Volunteers Assisting Seniors with Transportation (VAST)	4-East	2000 MB	Disc-PT	Paratransit	O&M	701	583	118					583
00010	Union City	Operations Support for Route 2	3-South	Lifeline	STA	Transit	O&M	220	220						220
00062	Union City	Union City Intermodal Station	3-South	2014 MBB	TEP-22	Transit	Planning / Scoping	51	51						51
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	PE/Env	5	5						5
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	780	780						780

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Alameda CTC Comprehensive Investment Plan
Current Programming
Current Approved Programming and Allocations (2022 CIP Update - 4/28/22)

CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programming and Allocations ($ x 1,000) Programmed Amount	Prior Allocations Prior Thru FY2022-23	Prior Programming FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY22-23)
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	CON	5,779	5,779						5,779
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	CMA-TIP	Other	Bike/Ped	CON	1,100	1,100						1,100
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	TFCA	Prog Mgr	Bike/Ped	CON	136	136						136
00266	Union City	Dyer Road Pavement Rehabilitation	3-South	STP/CMAQ	LSR	LSR	CON	872	872						872
00267	Union City	Bicycle and Pedestrian Master Plan Update	3-South	2000 MB	Disc-BP	Bike/Ped	Planning / Scoping	150	150						150
00317	Union City	Union City IDEA Grant Traffic Signal Control Improvement	3-South	TFCA	Prog Mgr	Transit	CON	221	221						221
00333	Union City	East-West Connector / Quarry Lakes Parkway	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	6,700	6,700						6,700
00371	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	10	10						10
00372	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	CON	71	71						71
00390	Union City	Union City Electric Bus Infrastructure	3-South	TFCA	Prog Mgr	Transit	CON	1,500	1,500						1,500
00294	USOAC	Senior Public Transportation Training and Education Program	1-North	2000 MB	Disc-PT	Paratransit	O&M	419	307	112					307
00281	Various	State Transportation Improvement Program	Multiple	STIP	RIP	HWY	Various	48,813	48,813						48,813
00282	Various	Lifeline Cycle 5 Program	Multiple	Lifeline	Various	Transit	Various	4,789	4,789						4,789
							Totals	**1,424,398**	**1,397,895**	**18,248**	**717**	**2,544**			**1,397,895**

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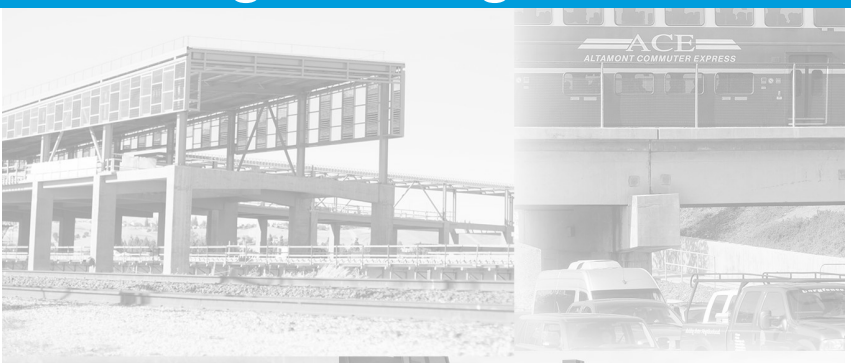


ALAMEDA
County Transportation Commission

2024 Comprehensive Investment Plan

Appendix B

Technical Detail: Changes to Current Programming and Allocations







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Alameda CTC Comprehensive Investment Plan
Changes to Current Programming
Programming And Allocation Adjustments to previously approved 2022 CIP Update

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)	Change Notes
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75		75					75	New programming/allocation (Discretionary).
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	283		283					283	New programming/allocation (Discretionary).
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	221		221					221	New programming/allocation (Discretionary).
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	CON	1,144			1,144				1,144	New programming/allocation (Discretionary).
00421	AC Transit	Fruitvale Corridor	1-North	OBAG	STP/CMAQ	Transit	CON	2,000			2,000				2,000	New programming/allocation (Discretionary).
00446	AC Transit	High-Priority Bus Stop Improvements Project	Multiple	2010 VRF	Disc-Transit	Transit	CON	1,800			1,800				1,800	New programming/allocation (Discretionary).
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	CON			(7,650)				7,650	(7,650)	Technical adjustment; Reprogramming to FY 27-28.
00424	Alameda	Alameda-Oakland Estuary Water Shuttle Pilot Program	1-North	2010 VRF	Disc-Transit	Transit	O&M	416		416					416	New programming/allocation (Discretionary).
00424	Alameda	Alameda-Oakland Estuary Water Shuttle Pilot Program	1-North	TFCA	Prog Mgr	TFCA	O&M	584		584					584	Previously approved programming/allocation on 10/27/22.
00418	Alameda	Citywide High-priority Roundabouts	1-North	OBAG	STP/CMAQ	Bike/Ped	CON	2,325		2,325					2,325	New programming/allocation (Discretionary).
00437	Alameda	Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Improvement Project	1-North	2014 MBB	TEP-44	Bike/Ped	PE/Env	162		162					162	New programming/allocation (Discretionary).
00437	Alameda	Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Improvement Project	1-North	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	405		405					405	New programming/allocation (Discretionary).
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	OBAG	STP/CMAQ	Bike/Ped	CON	4,950			4,950				4,950	New programming/allocation (Discretionary).
00429	Alameda County	Upper San Lorenzo Creekway	2-Central	OBAG	STP/CMAQ	Bike/Ped	CON	9,621		9,621					9,621	New programming/allocation (Discretionary).
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	CON	2,300		2,300					2,300	Previously approved programming/allocation on 5/26/22 ($0.5M) and 10/27/22 ($1.8M)
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	60		60					60	Previously approved programming/allocation on 10/27/22.
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2014 MBB	TEP-44	Bike/Ped	O&M	1,778		1,778					1,778	Previously approved programming/allocation on 4/27/23. New programming/allocation.
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	8,883		8,883					8,883	New programming/allocation (Discretionary).
00445	Alameda CTC	Countywide Planning Activities	Multiple	OBAG	STP/CMAQ	Bike/Ped	O&M	2,600		2,600					2,600	New programming/allocation (Discretionary)
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	CON	75		75					75	Previously approved programming/allocation on 7/21/22.
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	535		535					535	Previously approved programming/allocation on 10/27/22.
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	2014 MBB	TEP-27	Freight	O&M			(360)				360	(360)	Technical adjustment; Reprogramming to FY 27-28.
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	Capital	HWY	CON	745		745					745	Previously approved programming/allocation on 1/9/23.
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Planning / Scoping	(1,304)	(1,304)						(1,304)	Technical adjustment; Phase allocation shift.
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	PE/Env	1,304	1,304						1,304	Technical adjustment; Phase allocation shift.
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	Final Design (PS&E)	1,988		1,988					1,988	New programming/allocation.
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	ROW	1,675		1,675					1,675	New programming/allocation.
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	PE/Env	2,200		2,200					2,200	New programming/allocation.

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Alameda CTC Comprehensive Investment Plan
Changes to Current Programming
Programming And Allocation Adjustments to previously approved 2022 CIP Update

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)	Change Notes
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	400		400					400	New programming/allocation.
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	ROW	2,000		2,000					2,000	New programming/allocation.
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	CON	75		75					75	Previously approved programming/allocation on 7/21/22.
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	TFCA	Prog Mgr	LSR	CON									Previously approved programming/allocation on 10/27/22. Technical adjustment to reprogram funds to CIPID 00192 (TDM).
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	OBAG	STP/CMAQ	LSR	CON	30,000		30,000					30,000	New programming/allocation (Discretionary).
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	CON	75		75					75	Previously approved programming/allocation on 7/21/22.
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	ROW	9,723	9,723						9,723	Technical adjustment; Phase allocation shift.
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	CON	(9,723)	(9,723)						(9,723)	Technical adjustment; Phase allocation shift.
00289	Alameda CTC	Student Transit Pass Program	Multiple	2014 MBB	TEP-07	Transit	O&M	8,000			8,000				8,000	New programming/allocation.
00280	Alameda CTC	Toll Revenue Forecasting	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	415	415						415	Previously approved programming/allocation on 3/24/22.
00447	Alameda CTC	Toll System Arbitration Support	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	250	250						250	Previously approved programming/allocation on 3/24/22.
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	O&M	743	384	359					743	Previously approved programming/allocation on 6/23/22.- $500k Technical Adjustment; reprogram from $200k from CIPID00132. Deallocating of TFCA FY 21-22 balance of $316k, and New programming/allocation of $359k.
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	2014 MBB	TEP-45	Transit	O&M	399		399					399	Previously approved programming/allocation on 6/23/22.
00416	BART	Lake Merritt TOD	1-North	2010 VRF	Disc-Transit	Transit	CON	1,030		1,030					1,030	New programming/allocation (Discretionary).
00416	BART	Lake Merritt TOD	1-North	2014 MBB	TEP-45	Transit	CON	6,800		6,800					6,800	New programming/allocation (Discretionary).
00419	BART	West Oakland BART TOD & Station Modernization	1-North	2014 MBB	TEP-45	Transit	CON	8,400		8,400					8,400	New programming/allocation (Discretionary).
00427	BATA	West Oakland Link	1-North	OBAG	STP/CMAQ	Bike/Ped	CON	4,200				4,200				New programming/allocation (Discretionary).
00427	BATA	West Oakland Link	1-North	TFCA	Prog Mgr	Bike/Ped	CON	344		344					344	Previously approved programming/allocation; approved on 10/27/22.
00440	Berkeley	Adeline Corridor Project at Ashby BART Station	1-North	2014 MBB	TEP-44	Bike/Ped	PE/Env	600		600					600	New programming/allocation (Discretionary).
00165	Berkeley	Berkeley Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	Various	(43)	(43)						(43)	Technical adjustment; deallocation of balance; project completed.
00177	Berkeley	Hearst Ave Complete Streets	1-North	TFCA	Prog Mgr	Bike/Ped	CON	(28)	(28)						(28)	Technical adjustment; deallocation of balance; project completed.
00220	Berkeley	Milvia Bikeway Project	1-North	2000 MB	Disc-BP	Bike/Ped	PE/Env	(84)	(84)						(84)	Technical adjustment; deallocation of balance; project completed.
00422	Berkeley	Water Transportation / Ferry Project	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	2,246		2,246					2,246	New programming/allocation (Discretionary).
00422	Berkeley	Water Transportation / Ferry Project	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	2,893			2,893				2,893	New programming/allocation (Discretionary).
00291	CRIL	Travel Training: Oh The Places You Will Go!	2-Central	2000 MB	Disc-PT	Paratransit	O&M	(297)		(297)					(297)	Technical adjustment; deallocation of balance; project completed.
00430	Dublin	Dublin/Pleasanton BART Station Active Access Improvements	4-East	2014 MBB	TEP-42	Bike/Ped	CON	7,910		7,910					7,910	New programming/allocation (Discretionary).
00430	Dublin	Dublin/Pleasanton BART Station Active Access Improvements	4-East	TFCA	Prog Mgr	Bike/Ped	CON	495		495					495	Previously approved programming/allocation on 10/27/22.
00428	Dublin	Tassajara Rd Improvements from N. Dublin Ranch Drive to Quarry Lane School	4-East	2014 MBB	TEP-44	Bike/Ped	CON	872		872					872	New programming/allocation (Discretionary).

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Alameda CTC Comprehensive Investment Plan
Changes to Current Programming
Programming And Allocation Adjustments to previously approved 2022 CIP Update

CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programming and Allocations ($ x 1,000)							Change Notes
								Programmed Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming			
									Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)	
00428	Dublin	Tassajara Rd Improvements from N. Dublin Ranch Drive to Quarry Lane School	4-East	TFCA	Prog Mgr	Bike/Ped	CON	128		128					128	New programming/allocation (Discretionary).
00414	EBCE	Ride Electric Program	Multiple	2014 MBB	TEP-46	Bike/Ped	O&M	4,000		2,000	2,000				4,000	Previously approved programming/allocation on 2/23/23.
00435	EBRPD	Oakland Bay Trail Extension	1-North	2014 MBB	TEP-42	Bike/Ped	CON	925			925				925	New programming/allocation (Discretionary).
00435	EBRPD	Oakland Bay Trail Extension	1-North	TFCA	Prog Mgr	Bike/Ped	CON	175			175				175	Previously approved programming/allocation on 10/27/22.
00417	Emeryville	40th Multimodal Improvements project	1-North	2010 VRF	Disc-Transit	Transit	CON	8,204		8,204					8,204	New programming/allocation (Discretionary).
00417	Emeryville	40th Multimodal Improvements project	1-North	TFCA	Prog Mgr	Transit	CON	172		172					172	New programming/allocation (Discretionary).
00431	Emeryville	Doyle Bicycle Improvements - Phase 3	1-North	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	37		37					37	New programming/allocation (Discretionary).
00431	Emeryville	Doyle Bicycle Improvements - Phase 3	1-North	2014 MBB	TEP-44	Bike/Ped	CON	317			317				317	New programming/allocation (Discretionary).
00423	Emeryville	Emery Go-Round Operating Expenses (FY26-FY27 and FY27-28)	1-North	2010 VRF	Disc-Transit	Transit	O&M	1,000					500	500		New programming/allocation (Discretionary).
00436	Fremont	East Bay Greenway Trail (Irvington to Fremont BART)	3-South	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,033		1,033					1,033	New programming/allocation (Discretionary).
00441	Fremont	Fremont Boulevard/Walnut Avenue Bikeway Project	3-South	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	1,100		1,100					1,100	New programming/allocation (Discretionary).
00058	Fremont	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Final Design (PS&E)	7,500		7,500					7,500	New programming/allocation.
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	(38)		(38)					(38)	Technical adjustment; deallocation of balance; project completed.
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	(18)	(18)						(18)	Technical adjustment; deallocation of balance; project completed.
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Planning / Scoping	(108)		(108)						Technical adjustment; Phase allocation shift.
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Final Design (PS&E)	1,608		1,608						Technical adjustment; Phase allocation shift. New programming/allocation of TEP-40 ($1.5M).
00420	LAVTA	Atlantis Operations and Administration Building	4-East	2000 MB	Disc-Transit	Transit	CON	3,000		3,000					3,000	New programming/allocation (Discretionary).
00299	LAVTA	Para-Taxi Operations	4-East	2000 MB	Disc-PT	Paratransit	O&M	(33)		(33)					(33)	Technical adjustment; deallocation of balance; project completed.
00296	LIFE ElderCare	Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults	3-South	2000 MB	Disc-PT	Paratransit	O&M	(98)		(98)					(98)	Technical adjustment; deallocation of balance; project completed.
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	(23)	(23)						(23)	Technical adjustment; deallocation of balance; project completed.
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	CON	(1)	(1)						(1)	Technical adjustment; deallocation of balance; project completed.
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	Planning / Scoping	100		100					100	Technical adjustment; phase allocation shift.
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	Final Design (PS&E)	100		100					100	Technical adjustment; phase allocation shift.
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	CON	(200)	(200)						(200)	Technical adjustment; phase allocation shift.
00426	Newark	Old Town PDA Road Diet and Complete Street Improvement Project	3-South	OBAG	STP/CMAQ	Bike/Ped	CON	5,141		5,141					5,141	New programming/allocation (Discretionary).
00426	Newark	Old Town PDA Road Diet and Complete Street Improvement Project	3-South	TFCA	Prog Mgr	Bike/Ped	CON	69		69					69	Previously approved programming/allocation on 10/27/22.
00432	Oakland	27th Street and Bay Place Project	1-North	2014 MBB	TEP-44	Bike/Ped	CON	5,101		5,101					5,101	New programming/allocation (Discretionary).
00432	Oakland	27th Street and Bay Place Project	1-North	2014 MBB	TEP-45	Bike/Ped	CON	3,200		3,200					3,200	New programming/allocation (Discretionary).

ACTC_AR3753

Alameda CTC Comprehensive Investment Plan
Changes to Current Programming
Programming And Allocation Adjustments to previously approved 2022 CIP Update

Programming and Allocations ($ x 1,000)

CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations: Prior Thru FY2022-23	Two-Year Allocation Plan: FY2023-24	Two-Year Allocation Plan: FY2024-25	Future Programming: FY2025-26	Future Programming: FY2026-27	Future Programming: FY2027-28	Total Allocated (Thru FY24-25)	Change Notes
00433	Oakland	66th Avenue BART to Bay Trail	1-North	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	2,140		2,140					2,140	New programming/allocation (Discretionary).
00425	Oakland	Broadway Streetscape and Transit Improvements	1-North	2014 MBB	TEP-24	Transit	Final Design (PS&E)	3,888		3,888					3,888	New programming/allocation.
00323	Oakland	Broadway Transit Lanes	1-North	2014 MBB	TEP-24	Transit	CON	(2,538)		(2,538)					(2,538)	Technical adjustment; deallocation of balance; project completed.
00168	Oakland	CityRacks, Phase 12	1-North	TFCA	Prog Mgr	Bike/Ped	Various	(7)	(7)						(7)	Technical adjustment; deallocation of balance; project completed.
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	CON	(140)	(140)						(140)	Technical adjustment; fund source change to TFCA per 2022 CIP Update.
00442	Oakland	LAAMPS Phase Two	1-North	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	1,197		1,197					1,197	New programming/allocation (Discretionary).
00443	Piedmont	Piedmont Pedestrian Safety Project	1-North	2014 MBB	TEP-44	Bike/Ped	CON	500			500				500	New programming/allocation (Discretionary).
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Bike/Ped	O&M	(65)	(65)						(65)	Technical adjustment; deallocation of balance; project completed.
00444	Pleasanton	Pleasanton Trip Reduction Program (FY 22/23 - 23/24)	4-East	TFCA	Prog Mgr	Bike/Ped	O&M	58		58					58	Previously approved programming/allocation on 10/27/22.
00399	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction	4-East	2014 MBB	TEP-44	Bike/Ped	CON	2,300		2,300					2,300	New programming/allocation (Discretionary).
00399	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction	4-East	2014 MBB	TEP-45	Bike/Ped	CON	5,000		5,000					5,000	New programming/allocation (Discretionary).
00399	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction	4-East	Fed	Earmark	Bike/Ped	CON	1,700		1,700					1,700	New programming/allocation (Discretionary).
00438	San Leandro	Fairway Drive Traffic Calming	2-Central	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	58		58					58	New programming/allocation (Discretionary).
00439	San Leandro	Hesperian Boulevard Bike Lane Gap Closure	2-Central	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	225		225					225	New programming/allocation (Discretionary).
00434	San Leandro	Lewelling Boulevard Streetscape	2-Central	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	234		234					234	New programming/allocation (Discretionary).
00434	San Leandro	Lewelling Boulevard Streetscape	2-Central	2014 MBB	TEP-44	Bike/Ped	CON	1,973			1,973				1,973	New programming/allocation (Discretionary).
00190	San Leandro	LINKS Shuttle Operations	2-Central	2010 VRF	Disc-Transit	Transit	O&M	264			(34)	(33)	164	167	(34)	Technical adjustment; fund source change VRF to TFCA . New Programming/allocation (discretionary) - $331k.
00190	San Leandro	LINKS Shuttle Operations (FY 24/25 & FY 25/26)	2-Central	TFCA	Prog Mgr	Transit	O&M	67			34	33			34	New programming/allocation (Discretionary).
00191	Union City	Union City Boulevard Bike Lanes Phase 3	3-South	2014 MBB	TEP-42	Bike/Ped	CON	1,751		1,751					1,751	New programming/allocation (Discretionary).
00191	Union City	Union City Boulevard Bike Lanes Phase 3	3-South	TFCA	Prog Mgr	Bike/Ped	CON	49		49					49	New programming/allocation (Discretionary).
							Totals	**185,565**	**440**	**144,907**	**26,677**	**4,200**	**664**	**8,677**	**170,524**	

Total 2-year Allocations	**$ 171,584**
Total 5-year Programming	**$ 185,125**

ACTC_AR3754



ALAMEDA
County Transportation Commission

2024 Comprehensive Investment Plan

Appendix C

Technical Detail: 2024 CIP Five-Year Programming with Two-Year Allocation Plan



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Alameda CTC Comprehensive Investment Plan
2024 CIP Update Five-Year Programming and Two-Year Allocation Plan
2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	3,583	3,583						3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	JARC	Transit	O&M	1,417	1,417						1,417
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	2-Central	Lifeline	STA	Transit	CON	450	450						450
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	1,741	1,741						1,741
00009	AC Transit	City of Oakland Broadway Shuttle	1-North	Lifeline	JARC	Transit	O&M	405	405						405
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	TFCA	Prog Mgr	Transit	CON	925	925						925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	2000 MB	07A	Transit	Various	11,510	11,510						11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	2014 MBB	TEP-13	Transit	CON	10,000	10,000						10,000
00056	AC Transit	Grand/MacArthur BRT	1-North	2014 MBB	TEP-15	Transit	Planning / Scoping	97	97						97
00057	AC Transit	College/Broadway Corridor Transit Priority	1-North	2014 MBB	TEP-16	Transit	Planning / Scoping	100	100						100
00171	AC Transit	Line 97 Corridor Improvements (Signal timing component)	2-Central	TFCA	Prog Mgr	Transit	Various	228	228						228
00193	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	1-North	2010 VRF	Disc-Transit	Transit	Various	300	300						300
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	447	447						447
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	PE/Env	536	536						536
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2010 VRF	Disc-Transit	Transit	CON	4,018	4,018						4,018
00379	AC Transit	Quick Builds	1-North	STP/CMAQ	STP/CMAQ	Transit	CON	954	954						954
00380	AC Transit	Tempo Quick Build Transit Lane Delineation	1-North	STP/CMAQ	STP/CMAQ	Transit	CON	300	300						300
00381	AC Transit	Oakland Traffic Management Center	1-North	2000 MB	Disc-Transit	Transit	CON	375	375						375
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75		75					75
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	283		283					283
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	221		221					221
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	CON	1,144			1,144				1,144

Alameda CTC Comprehensive Investment Plan
2024 CIP Update Five-Year Programming and Two-Year Allocation Plan
2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00421	AC Transit	Fruitvale Corridor	1-North	OBAG	STP/CMAQ	Transit	CON	2,000			2,000				2,000
00446	AC Transit	High-Priority Bus Stop Improvements Project	Multiple	2010 VRF	Disc-Transit	Transit	CON	1,800			1,800				1,800
00087	Alameda	Alameda City Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	505	505						505
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Planning / Scoping	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	PE/Env	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Final Design (PS&E)	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	CON	7,650						7,650	
00196	Alameda	Central Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	3,487	3,487						3,487
00197	Alameda	City Wide Street Resurfacing - Pavement Management	1-North	STP/CMAQ	LSR	LSR	CON	827	827						827
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	124	124						124
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	443	443						443
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,451	4,451						4,451
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	PE/Env	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	434	434						434
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	ROW	1,097	1,097						1,097
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	CON	6,376	6,376						6,376
00200	Alameda	Seaplane Lagoon Ferry Terminal	1-North	2014 MBB	TEP-45	Transit	CON	8,200	8,200						8,200
00314	Alameda	Otis Drive Traffic Calming and Safety Improvement Project	1-North	TFCA	Prog Mgr	Transit	CON	175	175						175
00345	Alameda	Alameda Commercial and Slow Streets Program	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00358	Alameda	Implement 8 School Safety Assessments in Alameda	1-North	2000 MB	Disc-BP	Bike/Ped	CON	84	84						84
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	2000 MB	Disc-BP	Bike/Ped	CON	192	192						192

Alameda CTC Comprehensive Investment Plan
2024 CIP Update Five-Year Programming and Two-Year Allocation Plan
2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00418	Alameda	Citywide High-priority Roundabouts	1-North	OBAG	STP/CMAQ	Bike/Ped	CON	2,325		2,325					2,325
00424	Alameda	Alameda-Oakland Estuary Water Shuttle Pilot Program	1-North	2010 VRF	Disc-Transit	Transit	O&M	416		416					416
00424	Alameda	Alameda-Oakland Estuary Water Shuttle Pilot Program	1-North	TFCA	Prog Mgr	Paratransit	O&M	584		584					584
00437	Alameda	Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Improvement Project	1-North	2014 MBB	TEP-44	Bike/Ped	PE/Env	162		162					162
00437	Alameda	Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Improvement Project	1-North	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	405		405					405
00335	Alameda	West End Bike Ped Bridge Project	1-North	2014 MBB	TEP-37	Bike/Ped	Planning / Scoping	1,555	1,555						1,555
00088	Alameda County	Alameda Co-Various Streets and Roads Preservation	4-East	OBAG	STP	LSR	CON	1,565	1,565						1,565
00127	Alameda County	Hesperian Blvd Corridor Improvement (A St - I880)	2-Central	2014 MBB	TEP-26	LSR	CON	7,000	7,000						7,000
00162	Alameda County	East Castro Valley Boulevard Class II Bike Lanes	4-East	TFCA	Prog Mgr	Bike/Ped	Various	62	62						62
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2-Central	2000 MB	Disc-TCD	Transit	Planning / Scoping	88	88						88
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	2014 MBB	TEP-26	LSR	CON	7,600	7,600						7,600
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	245	245						245
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	9,300	9,300						9,300
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	STP/CMAQ	LSR	LSR	CON	2,171	2,171						2,171
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	STP/CMAQ	LSR	LSR	CON	1,779	1,779						1,779
00319	Alameda County	Hesperian Blvd Class 2 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00329	Alameda County	East Lewelling Blvd Class 4 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00344	Alameda County	Unincorporated Alameda County Bicycle Route Signage	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	40	40						40
00357	Alameda County	Sidewalk & Intersection Improvements to access Royal Sunset High School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	136	136						136
00377	Alameda County	Anita Avenue Streetscape Improvements	2-Central	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	2,000	2,000						2,000
00396	Alameda County	East Lewelling Blvd Streetscape Improvements Phase II	2-Central	2010 VRF	Disc-BP	Bike/Ped	CON	1,950	1,950						1,950

Alameda CTC Comprehensive Investment Plan
2024 CIP Update Five-Year Programming and Two-Year Allocation Plan
2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	1,852	1,852						1,852
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	98	98						98
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	OBAG	STP/CMAQ	Bike/Ped	CON	4,950			4,950				4,950
00429	Alameda County	Upper San Lorenzo Creekway	2-Central	OBAG	STP/CMAQ	Bike/Ped	CON	9,621		9,621					9,621
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	2010 VRF	Disc-Transit	Transit	CON	7,000	7,000						7,000
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	8	8						8
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	2000 MB	Disc-PT	Paratransit	O&M	109	109						109
00053	Alameda CTC	Affordable Student Transit Pass Programs	Multiple	2014 MBB	TEP-08	Transit	O&M	15,000	15,000						15,000
00054	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	Multiple	2014 MBB	TEP-12	Paratransit	Planning / Scoping	1	1						1
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	PE/Env	4,182	4,182						4,182
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	Final Design (PS&E)	7,200	7,200						7,200
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	Final Design (PS&E)	841	841						841
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	ROW	353	353						353
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	ROW	5,300	5,300						5,300
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	ROW	15	15						15
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	CON	2,385	2,385						2,385
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	CON	10,231	10,231						10,231
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	CON	265	265						265
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	Capital	HWY	CON	745		745					745
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Planning / Scoping	12	12						12
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	PE/Env	5,838	5,838						5,838
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Final Design (PS&E)	12,150	12,150						12,150

Alameda CTC Comprehensive Investment Plan
2024 CIP Update Five-Year Programming and Two-Year Allocation Plan
2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	STIP	RIP	HWY	CON	50	50						50
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	PE/Env	1,731	1,731						1,731
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	Final Design (PS&E)	9,324	9,324						9,324
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	ROW	30,038	30,038						30,038
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	CON	80,907	80,907						80,907
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	ROW	546	546						546
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	CON	854	(3,946)						(3,946)
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	SB-1	LPP	HWY	CON	8,600	8,600						8,600
00072	Alameda CTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	4-East	2014 MBB	TEP-32	HWY	CON								
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	Planning / Scoping	1,230	1,230						1,230
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	Final Design (PS&E)	2,792	2,792						2,792
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	CON	1,767	1,767						1,767
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	Planning / Scoping	100	100						100
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	PE/Env	275	275						275
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	Final Design (PS&E)	10,425	10,425						10,425
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-39	HWY	Final Design (PS&E)	5,125	5,125						5,125
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	STIP	RIP	HWY	CON	50	50						50
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	3-South	2014 MBB	TEP-39	HWY	Planning / Scoping	825	825						825
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	3-South	2014 MBB	TEP-39	HWY	PE/Env	4,750	4,750						4,750
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	PE/Env	4,371	4,371						4,371
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	12,400	12,400						12,400
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	ROW	1,479	1,479						1,479

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								Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	CON	75		75					75
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	535		535					535
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	1986 MB	MB226	LSR	CON	19,350	19,350						19,350
00117	Alameda CTC	I-680 Sunol SB Express Lane	3-South	2000 MB	08A	HWY	O&M	4,500	4,500						4,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	3-South	2000 MB	08A	HWY	CON	20,000	20,000						20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2014 MBB	TEP-35	HWY	CON								
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2000 MB	08B	HWY	Final Design (PS&E)	4,500	4,500						4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2000 MB	08B	HWY	CON	100,000	100,000						100,000
00120	Alameda CTC	Alameda County Rail Strategy Study	Multiple	2014 MBB	TEP-27	Freight	Planning / Scoping	170	170						170
00120	Alameda CTC	Alameda County Rail Strategy Study (Rail Safety Enhancement Program)	Multiple	2014 MBB	TEP-27	Freight	PE/Env	80	80						80
00131	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	4-East	2014 MBB	TEP-26	HWY	Planning / Scoping	17	17						17
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	5,336	5,336						5,336
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	PE/Env	5,694	3,494	2,200					5,694
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	7,420	7,020	400					7,420
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	ROW	2,000		2,000					2,000
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	CON	75		75					75
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	TFCA	Prog Mgr	LSR	CON								
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	OBAG	STP/CMAQ	LSR	CON	30,000		30,000					30,000
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	ROW	895	895						895
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	CON	7,105	7,105						7,105
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	Planning / Scoping	3,500	3,500						3,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	PE/Env	5,500	5,500						5,500

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									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	CON	75		75					75
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Planning / Scoping	4	4						4
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	12,348	12,348						12,348
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	29,881	29,881						29,881
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	ROW	51,646	51,646						51,646
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	CON	38,741	36,441	2,300					38,741
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-23	Freight	CON	25,500	25,500						25,500
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-41	Freight	CON	2,000	2,000						2,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	SB-1	LPP	Freight	CON	3,800	3,800						3,800
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	4,700	4,700						4,700
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	Multiple	2014 MBB	TEP-41	Freight	Various	300	300						300
00159	Alameda CTC	Matching Program for Last Mile Connection Technology Programs	Multiple	2014 MBB	TEP-46	Transit	Various	200	200						200
00161	Alameda CTC	Overall Planning/Monitoring Services	Multiple	2014 MBB	TEP-46	Multiple	O&M	100	100						100
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Multiple	TFCA	Prog Mgr	Multiple	O&M	210	210						210
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	Multiple	TFCA	Prog Mgr	Transit	O&M	270	270						270
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	Multiple	2000 MB	Disc-TCD	Bike/Ped	Planning / Scoping	200	200						200
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	O&M	2,510	2,151	359					2,510
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	2014 MBB	TEP-45	Transit	O&M	1,403	1,004	399					1,403
00206	Alameda CTC	Comprehensive Multimodal Monitoring	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	1,250	1,250						1,250
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	1,789	1,789						1,849
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2014 MBB	TEP-44	Bike/Ped	O&M	1,838	442	1,396					1,778
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	CON								

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								Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	17,875	8,992	8,883					17,875
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	2014 MBB	TEP-27	Freight	O&M	360						360	
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Planning / Scoping	20,000	20,000						20,000
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	PE/Env	6,503	6,503						6,503
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Final Design (PS&E)	21,000	21,000						21,000
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	ROW	6,708	6,708						6,708
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	STIP	RIP	HWY	CON	5,793	5,793						5,793
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	2014 MBB	TEP-46	Multiple	Planning / Scoping	1,000	1,000						1,000
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	402	402						402
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	16,598	16,598						16,598
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	Final Design (PS&E)	172	172						172
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	CON	368	368						368
00280	Alameda CTC	Toll Revenue Forecasting	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	1,290	1,290						1,290
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	PE/Env	5,800	5,800						5,800
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	Final Design (PS&E)	12,000	12,000						12,000
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	ROW	5,966	5,966						5,966
00287	Alameda CTC	Oakland Alameda Access Project	1-North	STIP	RIP	HWY	CON	50	50						50
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Planning / Scoping								
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	PE/Env	2,204	2,204						2,204
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	Final Design (PS&E)	1,988		1,988					1,988
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	ROW	1,675		1,675					1,675
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Final Design (PS&E)	5,696	5,696						5,696

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								Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00289	Alameda CTC	Student Transit Pass Program	Multiple	2014 MBB	TEP-07	Transit	O&M	31,500	16,200	7,300	8,000				31,500
00313	Alameda CTC	Countywide Model Update	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	800	800						800
00343	Alameda CTC	Alameda CTC STIP Administration (Planning, Programming and Monitoring)	Multiple	STIP	RIP	Multiple	Various	315	315						315
00406	Alameda CTC	CTA Planning & Programming (for Various Youth and Adult Bicycle Promotion & Education)	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning / Scoping	160	160						160
00407	Alameda CTC	Alameda County Safe Routes to Schools	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning / Scoping	1,500	1,500						1,500
00408	Alameda CTC	CTA Planning & Programming	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning / Scoping	354	354						354
00412	Alameda CTC	Route 84 Expressway - South Segment	4-East	2000 MB	24	HWY	Various	(6,000)	(6,000)						(6,000)
00412	Alameda CTC	Route 84 Expressway - South Segment	4-East	2014 MBB	TEP-32	HWY	ROW	10,000	10,000						10,000
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2000 MB	24	HWY	Final Design (PS&E)	400	400						400
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2000 MB	24	HWY	CON	5,600	5,600						5,600
00445	Alameda CTC	Countywide Planning Activities	Multiple	OBAG	STP/CMAQ	Bike/Ped	Planning / Scoping	2,600		2,600					2,600
00447	Alameda CTC	Toll System Arbitration Support	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	250	250						250
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	Multiple	TFCA	Prog Mgr	Multiple	O&M	100	100						100
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	1-North	TFCA	Prog Mgr	Bike/Ped	Various	95	95						95
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	1-North	STP/CMAQ	LSR	Bike/Ped	CON	340	340						340
00346	Albany	Solano and Marin Ave Sidewalk Improvements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	2000 MB	Disc-BP	Bike/Ped	CON	741	741						741
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	TFCA	Prog Mgr	Bike/Ped	CON	85	85						85
00021	ASEB	Special Transportation Services for Individuals with Dementia	1-North	2000 MB	Disc-PT	Paratransit	O&M	400	400						400
00300	ASEB	Regrowth of Transportation Services for Individuals with Dementia	1-North	2000 MB	Disc-PT	Paratransit	O&M	797	628	169					797
00339	BAAQMD / CEC	Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (NorCAL Drayage)	1-North	2014 MBB	TEP-46	Freight	CON	3,640	3,640						3,640
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	1-North	Lifeline	STA	Transit	O&M	250	250						250

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Planning / Scoping	2,760	2,760						2,760
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Final Design (PS&E)	23,950	16,450	7,500					23,950
00059	BART	Bay Fair Connector/BART Metro	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	85	85						85
00172	BART	BART West Oakland Bike Locker Plaza	1-North	TFCA	Prog Mgr	Transit	Various	55	55						55
00215	BART	BART to Livermore	4-East	TCRP	TCRP	Transit	PE/Env	1,700	1,700						1,700
00215	BART	BART to Livermore	4-East	2000 MB	26	Transit	PE/Env	1,400	1,400						1,400
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	500	500						500
00304	BART	19th Street Oakland BART Modernization	1-North	2014 MBB	TEP-19	Transit	CON	17,650	17,650						17,650
00318	BART	West Oakland BART Station Bike Locker Expansion	1-North	TFCA	Prog Mgr	Transit	CON	100	100						100
00341	BART	Vehicle Overhaul and Heavy Repairs Shop (VOHRS)	2-Central	2014 MBB	TEP-18	Transit	Final Design (PS&E)	5,000	5,000						5,000
00416	BART	Lake Merritt TOD	1-North	2010 VRF	Disc-Transit	Transit	CON	1,030		1,030					1,030
00416	BART	Lake Merritt TOD	1-North	2014 MBB	TEP-45	Transit	CON	6,800		6,800					6,800
00419	BART	West Oakland BART TOD & Station Modernization	1-North	2014 MBB	TEP-45	Transit	CON	8,400		8,400					8,400
00427	BATA	West Oakland Link	1-North	OBAG	STP/CMAQ	Bike/Ped	CON	4,200				4,200			
00427	BATA	West Oakland Link	1-North	TFCA	Prog Mgr	Bike/Ped	CON	344		344					344
00089	Berkeley	Shattuck Complete Streets and De-couplet	1-North	OBAG	STP	Bike/Ped	CON	2,777	2,777						2,777
00097	Berkeley	Hearst Avenue Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	2,256	2,256						2,256
00165	Berkeley	Berkeley Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	Various	94	94						94
00177	Berkeley	Hearst Ave Complete Streets	1-North	TFCA	Prog Mgr	Bike/Ped	CON	60	60						60
00184	Berkeley	Berkeley Citywide Bike Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON								
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	29	29						29
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	49	49						49

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									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	59	59						59
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	613	613						613
00220	Berkeley	Milvia Bikeway Project	1-North	2000 MB	Disc-BP	Bike/Ped	PE/Env	266	266						266
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	220	220						220
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	387	387						387
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	613	613						613
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	7,335	7,335						7,335
00330	Berkeley	Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON	117	117						117
00347	Berkeley	Berkeley Healthy Streets Program Expansion	1-North	2000 MB	Disc-BP	Bike/Ped	CON	52	52						52
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	22	22						22
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	52	52						52
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TCD	Transit	Planning / Scoping	110	110						110
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TCD	Transit	PE/Env	180	180						180
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	61	61						61
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	153	153						153
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	1,057	1,057						1,057
00410	Berkeley	Adeline Street Transportation Improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	495	495						495
00422	Berkeley	Water Transportation / Ferry Project	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	2,246		2,246					2,246
00422	Berkeley	Water Transportation / Ferry Project	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	2,893			2,893				2,893
00440	Berkeley	Adeline Corridor Project at Ashby BART Station	1-North	2014 MBB	TEP-44	Bike/Ped	PE/Env	600		600					600
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2000 MB	Disc-PT	Paratransit	O&M	535	535						535
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	1-North	2014 MBB	TEP-12	Paratransit	O&M	306	306						306

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								Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2014 MBB	TEP-12	Paratransit	O&M	1,004	779	225					1,004
00023	CIL	Mobility Matters Project	1-North	2000 MB	Disc-PT	Paratransit	O&M	679	679						679
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	1-North	2000 MB	Disc-PT	Paratransit	O&M	500	500						500
00293	CIL	Community Connections Program (CoCo)	1-North	2000 MB	Disc-PT	Paratransit	O&M	940	752	188					940
00291	CRIL	Travel Training: Oh The Places You Will Go!	2-Central	2000 MB	Disc-PT	Paratransit	O&M	189	486	(297)					189
00173	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	2-Central	TFCA	Prog Mgr	Transit	Various	123	123						123
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128
00320	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations	2-Central	TFCA	Prog Mgr	Transit	O&M	215	215						215
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	O&M	220	220						220
00295	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	582	388						388
00052	Dublin	Iron Horse Transit Route - Dougherty Road	4-East	2000 MB	09	Multiple	CON	6,267	6,267						6,267
00090	Dublin	Dublin Boulevard Preservation	4-East	OBAG	STP	LSR	CON	470	470						470
00123	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	4-East	2014 MBB	TEP-26	LSR	CON	11,200	11,200						11,200
00124	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	4-East	2014 MBB	TEP-26	LSR	CON	3,000	3,000						3,000
00166	Dublin	San Ramon Road Arterial Mgmt	4-East	TFCA	Prog Mgr	LSR	Various	146	146						146
00224	Dublin	City of Dublin Street Rehab	4-East	STP/CMAQ	LSR	LSR	CON	661	661						661
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	PE/Env	2,374	2,374						2,374
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	Final Design (PS&E)	5,374	5,374						5,374
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	166	166						166
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,128	1,128						1,128
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	CON	4,751	4,751						4,751
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	TFCA	Prog Mgr	Bike/Ped	CON	856	856						856

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00315	Dublin	Tassajara Road Arterial Management Project	4-East	TFCA	Prog Mgr	Transit	CON	146	146						146
00348	Dublin	Regional Street Improvement Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00361	Dublin	Safe Routes to School - Crosswalk Improvements Project	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	94	94						94
00402	Dublin	Safe Routes to School Improvements Dublin	4-East	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	110	110						110
00402	Dublin	Safe Routes to School Improvements Dublin	4-East	2010 VRF	Disc-BP	Bike/Ped	CON	390	390						390
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2000 MB	Disc-TCD	Bike/Ped	Final Design (PS&E)	41	41						41
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2010 VRF	Disc-BP	Bike/Ped	CON	226	226						226
00428	Dublin	Tassajara Rd Improvements from N. Dublin Ranch Drive to Quarry Lane School	4-East	2014 MBB	TEP-44	Bike/Ped	CON	872		872					872
00428	Dublin	Tassajara Rd Improvements from N. Dublin Ranch Drive to Quarry Lane School	4-East	TFCA	Prog Mgr	Bike/Ped	CON	128		128					128
00430	Dublin	Dublin/Pleasanton BART Station Active Access Improvements	4-East	2014 MBB	TEP-42	Bike/Ped	CON	7,910		7,910					7,910
00430	Dublin	Dublin/Pleasanton BART Station Active Access Improvements	4-East	TFCA	Prog Mgr	Bike/Ped	CON	495		495					495
00414	EBCE	Ride Electric Program	Multiple	2014 MBB	TEP-46	Bike/Ped	O&M	4,000		2,000	2,000				4,000
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	1-North	2014 MBB	TEP-42	Bike/Ped	CON	642	642						642
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	1-North	2014 MBB	TEP-42	Bike/Ped	CON	2,833	2,833						2,833
00435	EBRPD	Oakland Bay Trail Extension	1-North	2014 MBB	TEP-42	Bike/Ped	CON	925			925				925
00435	EBRPD	Oakland Bay Trail Extension	1-North	TFCA	Prog Mgr	Bike/Ped	CON	175			175				175
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	296	296						296
00292	Eden I&R	Mobility Management Through 211 Alameda County	2-Central	2000 MB	Disc-PT	Paratransit	O&M	747	582	165					747
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	1-North	2014 MBB	TEP-12	Paratransit	O&M	952	776	176					952
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	1-North	2000 MB	Disc-PT	Paratransit	O&M	174	174						174
00141	Emeryville	South Bayfront Bridge	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,895	1,895						1,895
00141	Emeryville	South Bayfront Bridge	1-North	TFCA	Prog Mgr	Bike/Ped	CON	105	105						105

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									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00230	Emeryville	Emery Go Round General Benefit Operations	1-North	2014 MBB	TEP-45	Transit	O&M	2,500	2,500						2,500
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	1-North	STP/CMAQ	LSR	LSR	CON								
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	1-North	2000 MB	Disc-TCD	Transit	CON	930	930						930
00271	Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	1-North	2014 MBB	TEP-12	Paratransit	O&M	52	52						52
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets	1-North	CMA-TIP	Other	Freight	CON	1,380	1,380						1,380
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets (TCEP Match)	1-North	2014 MBB	TEP-41	Freight	CON	1,800	1,800						1,800
00301	Emeryville	Emeryville Senior Center Group Trips Bus Purchase	1-North	2000 MB	Disc-PT	Paratransit	O&M	132	132						132
00349	Emeryville	Shared Doyle Street Quick-Build Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00391	Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	1-North	2000 MB	Disc-TCD	Transit	Final Design (PS&E)	2,000	2,000						2,000
00394	Emeryville	Emery Go-Round Operating Expenses (FY2022-FY2026)	1-North	2010 VRF	Disc-Transit	Transit	O&M	2,000	500	500	500	500			1,500
00411	Emeryville	Emeryville Transportation Investments	Multiple	2014 MBB	TEP-45	Transit	Planning / Scoping	225	225						225
00417	Emeryville	40th Multimodal Improvements project	1-North	2010 VRF	Disc-Transit	Transit	CON	8,204		8,204					8,204
00417	Emeryville	40th Multimodal Improvements project	1-North	TFCA	Prog Mgr	Transit	CON	172		172					172
00423	Emeryville	Emery Go-Round Operating Expenses (FY26-FY27 and FY27-28)	1-North	2010 VRF	Disc-Transit	Transit	O&M	1,000					500	500	
00431	Emeryville	Doyle Bicycle Improvements - Phase 3	1-North	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	37		37					37
00431	Emeryville	Doyle Bicycle Improvements - Phase 3	1-North	2014 MBB	TEP-44	Bike/Ped	CON	317			317				317
00025	Fremont	Tri-City Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	431	431						431
00026	Fremont	Tri-City Volunteer Driver Programs	3-South	2000 MB	Disc-PT	Paratransit	O&M	549	549						549
00027	Fremont	Tri-City Taxi Voucher Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	450	450						450
00091	Fremont	Fremont City Center Multi-Modal Improvements	3-South	OBAG	STP	Multiple	CON	1,288	1,288						1,288
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-45	Transit	CON	25,000	25,000						25,000

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-21	Transit	CON	5,000	5,000						5,000
00143	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	41	41						41
00152	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	3-South	2014 MBB	TEP-42	Multiple	Planning / Scoping	42	42						42
00153	Fremont	Scoping: Fremont BART Station West Side Enhancement	3-South	2014 MBB	TEP-45	Transit	Planning / Scoping	42	42						42
00154	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	3-South	2014 MBB	TEP-45	Bike/Ped	Planning / Scoping	42	42						42
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	3-South	TFCA	Prog Mgr	LSR	CON	425	425						425
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	3-South	TFCA	Prog Mgr	LSR	CON	646	646						646
00233	Fremont	City of Fremont Pavement Rehabilitation Project	3-South	STP/CMAQ	LSR	LSR	CON	2,760	2,760						2,760
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	PE/Env	386	386						386
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	799	799						799
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	CON	6,510	6,510						6,510
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	PE/Env	1,901	1,901						1,901
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,553	3,553						3,553
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	PE/Env	443	443						443
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,328	1,328						1,328
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	CON	7,525	7,525						7,525
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	3-South	2014 MBB	TEP-45	Bike/Ped	CON	5,000	5,000						5,000
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	280	280						280
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	693	579	114					693
00305	Fremont	I-680 Interchange Modernization & Area Imprvts: (Mission Blvd, Washington, Auto Mall Pkwy, Auto Mall Pkwy / WarmSprings Intersection)	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	3,000	3,000						3,000
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	1,000	1,000						1,000
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	PE/Env	2,000	2,000						2,000

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00308	Fremont	Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone	3-South	2014 MBB	TEP-21	Freight	CON	977	977						977
00309	Fremont	I-880 Bridge at Pacific Commons Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,100	2,100						2,100
00322	Fremont	Former State Route 84 Pavement Rehabilitation	3-South	2014 MBB	TEP-21	LSR	CON	2,000	2,000						2,000
00350	Fremont	Centerville Complete Streets Pilot Road Diet	3-South	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00362	Fremont	Fremont Boulevard/Country Drive Protected Intersection Project	3-South	2000 MB	Disc-BP	Bike/Ped	CON	267	267						267
00373	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	3-South	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,271	1,271						1,271
00374	Fremont	Fremont Boulevard/Grimmer Boulevard Improvement Project	3-South	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,415	1,415						1,415
00436	Fremont	East Bay Greenway Trail (Irvington to Fremont BART)	3-South	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,033		1,033					1,033
00441	Fremont	Fremont Boulevard/Walnut Avenue Bikeway Project	3-South	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	1,100		1,100					1,100
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	750	750						750
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	Final Design (PS&E)	250	250						250
00307	Fremont/ Union City	Decoto Boulevard Complete Streets w/Transit Priority Project	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	3,500	3,500						3,500
00312	Fremont/ Union City	Dumbarton to Quarry Lakes Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,000	2,000						2,000
00092	Hayward	Hayward - Industrial Boulevard Preservation	2-Central	OBAG	STP	LSR	CON	1,265	1,265						1,265
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	2014 MBB	TEP-26	LSR	CON	23,162	23,162						23,162
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Planning / Scoping	939	1,047	(108)					939
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Final Design (PS&E)	1,608		1,608					1,608
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	PE/Env	4,261	4,261						4,261
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	STIP	RIP	HWY	CON	50	50						50
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	175	175						175
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	1,500	1,500						1,500
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2-Central	2014 MBB	TEP-26	HWY	Planning / Scoping	440	440						440

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00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	Final Design (PS&E)	88	88						88
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	CON								
00351	Hayward	Patrick Avenue Traffic Calming Improvement Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00363	Hayward	Cesar Chavez Middle School – Safe Routes to School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	162	162						162
00283	LARPD/TVC	Valley Trails Connection Project	4-East	CMA-TIP	Other	Bike/Ped	CON	110	110						110
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	STA	Transit	O&M	388	388						388
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	JARC	Transit	O&M	129	129						129
00160	LAVTA	Pilot Transit Program for Last Mile Connections	4-East	2000 MB	Disc-Transit	Transit	O&M	51	51						51
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	4-East	TFCA	Prog Mgr	Transit	O&M	275	275						275
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Transit	O&M	318	318						318
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	152	152						152
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	CON	1,262	1,262						1,262
00245	LAVTA	Wheels Forward/2020 Plan	4-East	2000 MB	Disc-Transit	Transit	Planning / Scoping	220	220						220
00298	LAVTA	Para-Taxi Debit Card	4-East	2000 MB	Disc-PT	Paratransit	O&M	87	71	16					87
00299	LAVTA	Para-Taxi Operations	4-East	2000 MB	Disc-PT	Paratransit	O&M	107	107						107
00321	LAVTA	LAVTA Rte 30 BRT Operations, FYs 19/20 and 20/21	4-East	TFCA	Prog Mgr	Transit	O&M	477	477						477
00334	LAVTA	Route 30R Weekday Operations	4-East	TFCA	Prog Mgr	Bike/Ped	CON	490	490						490
00340	LAVTA	Rapid Bus Stop Improvement Project	4-East	RM2	Other	Transit	Various	2,300	2,300						2,300
00378	LAVTA	Passenger Facilities Enhancements	4-East	STP/CMAQ	STP/CMAQ	Transit	CON	2,000	2,000						2,000
00389	LAVTA	Atlantis O&M Facility Bridging Documents	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	541	541						541
00420	LAVTA	LAVTA Zero Emissions Infrastructure Transition Project (Atlantis Maintenance Facility)	4-East	2000 MB	Disc-Transit	Transit	CON	3,000		3,000					3,000
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	O&M	22	22						22

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	O&M	275	275						275
00296	LIFE ElderCare	Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults	3-South	2000 MB	Disc-PT	Paratransit	O&M	925	773	152					925
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	20	20						20
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	30	30						30
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	137	137						137
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	193	193						193
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	CON	1,406	1,406						1,406
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	4-East	STP/CMAQ	LSR	LSR	CON	1,382	1,382						1,382
00247	Livermore	Vasco Road/I-580 Interchange Improvements	4-East	2014 MBB	TEP-34	HWY	PE/Env	1,380	1,380						1,380
00352	Livermore	Downtown Livermore Bicycle Parking Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	17	17						17
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	84	84						84
00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	81	81						81
00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	242	242						242
00102	MTC	Regional Planning Activities and PPM - Alameda	Multiple	OBAG	STP	Multiple	PE/Env	1,034	1,034						1,034
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	PE/Env	100		100					100
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	Final Design (PS&E)	100		100					100
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	CON	400	400						400
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75	75						75
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	PE/Env	325	325						325
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	350	350						350
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	CON								

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								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	500	500						500
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	800	800						800
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	CON	1,500	1,500						1,500
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	300	300						300
00327	MTC / Alameda CTC	I-80 Powell Interchange	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	250	250						250
00327	MTC / Alameda CTC	I-80 Powell Interchange	1-North	2010 VRF	Disc-Transit	Transit	CON	2,500	2,500						2,500
00328	MTC / Alameda CTC	Bay Bridge Bicycle/Pedestrain LINK	1-North	2000 MB	Disc-BP	Transit	Final Design (PS&E)	3,000	3,000						3,000
00099	Newark	Enterprise Drive Complete Streets and Road Diet	3-South	OBAG	STP	Bike/Ped	CON	454	454						454
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	Final Design (PS&E)	3,253	3,253						3,253
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	CON	11,134	11,134						11,134
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	ROW	1,667	1,667						1,667
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	3-South	STP/CMAQ	LSR	LSR	CON	592	592						592
00353	Newark	Jarvis Avenue Class II Buffered Bike Lanes	3-South	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00366	Newark	Newark Safe Routes to School Improvements	3-South	2000 MB	Disc-BP	Bike/Ped	CON	43	43						43
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	2000 MB	Disc-BP	Bike/Ped	CON	323	323						323
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	TFCA	Prog Mgr	Bike/Ped	CON	130	130						130
00426	Newark	Old Town PDA Road Diet and Complete Street Improvement Project	3-South	OBAG	STP/CMAQ	Bike/Ped	CON	5,141		5,141					5,141
00426	Newark	Old Town PDA Road Diet and Complete Street Improvement Project	3-South	TFCA	Prog Mgr	Bike/Ped	CON	69		69					69
00028	Oakland	Taxi-Up & Go Project	1-North	2000 MB	Disc-PT	Paratransit	O&M	350	350						350
00064	Oakland	Oakland Broadway Corridor Transit	1-North	2014 MBB	TEP-24	Transit	Planning / Scoping	50	50						50

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									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00093	Oakland	Lake Merritt BART Bikeways	1-North	OBAG	STP	Bike/Ped	CON	571	571						571
00094	Oakland	Oakland Complete Streets	1-North	OBAG	STP	LSR	CON	3,384	3,384						3,384
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	STP	Bike/Ped	CON	4,446	4,446						4,446
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	CMAQ	Bike/Ped	CON	2,554	2,554						2,554
00100	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	1-North	OBAG	CMAQ	Bike/Ped	CON	5,452	5,452						5,452
00103	Oakland	7th Street West Oakland Transit Village, Phase II	1-North	OBAG	CMAQ	Bike/Ped	CON	3,288	3,288						3,288
00121	Oakland	Oakland Army Base Roadway Infrastructure Improvements	1-North	2014 MBB	TEP-26	Freight	CON	41,000	41,000						41,000
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	1-North	2014 MBB	TEP-26	Freight	CON	5,000	5,000						5,000
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,300	1,300						1,300
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	CON	5,300	5,300						5,300
00137	Oakland	I-880/42nd-High Street Access Improvements	1-North	2014 MBB	TEP-40	HWY	CON	10,000	10,000						10,000
00167	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	1-North	TFCA	Prog Mgr	Transit	O&M	210	210						210
00168	Oakland	CityRacks, Phase 12	1-North	TFCA	Prog Mgr	Bike/Ped	Various	117	117						117
00180	Oakland	Broadway Shuttle Operations	1-North	2014 MBB	TEP-45	Transit	O&M	1,650	1,650						1,650
00180	Oakland	Broadway Shuttle Operations	1-North	TFCA	Prog Mgr	Transit	O&M	790	790						790
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	1-North	TFCA	Prog Mgr	Transit	O&M	367	367						367
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	PE/Env	225	225						225
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	Final Design (PS&E)	1,725	1,725						1,725
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	PE/Env								
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	250	250						250
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,110	1,110						1,110

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									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00251	Oakland	E 12th Street Bikeway	1-North	TFCA	Prog Mgr	Bike/Ped	CON								
00252	Oakland	East Oakland Community Streets Plan	1-North	2014 MBB	TEP-45	LSR	Planning / Scoping	100	100						100
00253	Oakland	Fruitvale Ave Gap Closure	1-North	2014 MBB	TEP-44	Bike/Ped	CON	1,634	1,634						1,634
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	80	80						80
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	320	320						320
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,392	4,392						4,392
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	2,500	2,500						2,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	Final Design (PS&E)	1,500	1,500						1,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	CON	9,500	9,500						9,500
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	PE/Env	734	734						734
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	CON	4,161	4,161						4,161
00259	Oakland	OakMob Transportation Demand Management (TDM)	1-North	2014 MBB	TEP-45	Transit	O&M	215	215						215
00323	Oakland	Broadway Transit Lanes	1-North	2014 MBB	TEP-24	Transit	CON	1,462	4,000	(2,538)					1,462
00331	Oakland	E. 12th St Bike Lanes	1-North	TFCA	Prog Mgr	Bike/Ped	CON	215	215						215
00354	Oakland	Citywide Bicycle/Pedestrian Rapid Response Enhancements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	60	60						60
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	CON	125	125						125
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	CMA-TIP	CMA-TIP	Bike/Ped	CON	200	200						200
00375	Oakland	14th Street Complete Streets Project	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,000	1,000						1,000
00376	Oakland	East Bay Greenway Segment II	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,000	1,000						1,000
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	98	98						98

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2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	207	207						207
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	ROW	21	21						21
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	CON	1,398	1,398						1,398
00425	Oakland	Broadway Streetscape and Transit Improvements	1-North	2014 MBB	TEP-24	Transit	Final Design (PS&E)	3,888		3,888					3,888
00432	Oakland	27th Street and Bay Place Project	1-North	2014 MBB	TEP-44	Bike/Ped	CON	5,101		5,101					5,101
00432	Oakland	27th Street and Bay Place Project	1-North	2014 MBB	TEP-45	Bike/Ped	CON	3,200		3,200					3,200
00433	Oakland	66th Avenue BART to Bay Trail	1-North	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	2,140		2,140					2,140
00442	Oakland	LAAMPS Phase Two	1-North	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	1,197		1,197					1,197
00101	Piedmont	Piedmont Complete Streets (CS)	1-North	OBAG	STP	Bike/Ped	CON	129	129						129
00260	Piedmont	Oakland Avenue Improvements	1-North	STP/CMAQ	LSR	LSR	CON	168	168						168
00285	Piedmont	Piedmont LSR Exchange Projects	1-North	CMA-TIP	Other	LSR	CON	(208)	(208)						(208)
00286	Piedmont	Oakland Avenue Pedestrian Bridge Railing Project	1-North	CMA-TIP	Other	LSR	CON	208	208						208
00370	Piedmont	Oakland Avenue Pedestrian Enhancement Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	19	19						19
00443	Piedmont	Piedmont Pedestrian Safety Project	1-North	2014 MBB	TEP-44	Bike/Ped	CON	500			500				500
00332	Piedmont/ EBCE	EV Charging in Piedmont	1-North	TFCA	Prog Mgr	Bike/Ped	CON	120	120						120
00029	Pleasanton	Downtown Route Shuttle (DTR)	4-East	2000 MB	Disc-PT	Paratransit	O&M	148	148						148
00104	Pleasanton	Pleasanton Complete Streets	4-East	OBAG	STP	Bike/Ped	CON	832	832						832
00169	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	4-East	TFCA	Prog Mgr	Transit	O&M	53	53						53
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Bike/Ped	O&M	65	65						65
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	4-East	STP/CMAQ	LSR	LSR	CON	1,095	1,095						1,095
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	4-East	2014 MBB	TEP-26	HWY	CON	5,200	5,200						5,200
00316	Pleasanton	Citywide Trip Reduction Program	4-East	TFCA	Prog Mgr	Transit	O&M	80	80						80

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								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00355	Pleasanton	Division Street/St. Mary's Street Cycle Track and Buffered Bike Lanes Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	62	62						62
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	2000 MB	Disc-BP	Bike/Ped	CON	717	717						717
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	150	150						150
00399	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction	4-East	2014 MBB	TEP-44	Bike/Ped	CON	2,300		2,300					2,300
00399	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction	4-East	2014 MBB	TEP-45	Bike/Ped	CON	5,000		5,000					5,000
00399	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction	4-East	Fed	Earmark	Bike/Ped	CON	1,700		1,700					1,700
00444	Pleasanton	Pleasanton Trip Reduction Program (FY 22/23 - 23/24)	4-East	TFCA	Prog Mgr	Bike/Ped	O&M	58		58					58
00144	Port of Oakland	Scoping: Airport Drive Overlay	1-North	2014 MBB	TEP-26	Multiple	Planning / Scoping	42	42						42
00145	Port of Oakland	Scoping: Port Terminal Seismic Monitoring Program	1-North	2014 MBB	TEP-26	Freight	Planning / Scoping	7	7						7
00146	Port of Oakland	Scoping: Port Area ITS Deployment	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00147	Port of Oakland	Scoping: Middle Harbor Road Improvements	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00148	Port of Oakland	Scoping: Port Terminal Lighting Upgrade	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00149	Port of Oakland	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50						50
00150	Port of Oakland	Scoping: Airport Perimeter Dike	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	30	30						30
00151	Port of Oakland	Scoping: 7th Street Grade Separation East	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	2014 MBB	TEP-26	LSR	CON	30,000	30,000						30,000
00096	San Leandro	San Leandro Boulevard Preservation	2-Central	OBAG	STP	LSR	CON	804	804						804
00170	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	2-Central	TFCA	Prog Mgr	Transit	O&M	50	50						50
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	130	130						130
00190	San Leandro	LINKS Shuttle Operations	2-Central	2014 MBB	TEP-45	Transit	O&M	1,020	1,020						1,020
00190	San Leandro	LINKS Shuttle Operations	2-Central	2010 VRF	Disc-Transit	Transit	O&M	1,007	149	154	183	190	164	167	486
00190	San Leandro	LINKS Shuttle Operations (FY 24/25 & FY 25/26)	2-Central	TFCA	Prog Mgr	Transit	O&M	67			34	33			34

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									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00190	San Leandro	LINKS Shuttle Operations (FY20/21 & 21/22)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128
00190	San Leandro	LINKS Shuttle Operations (FY22/23 & FY 23/24)	2-Central	TFCA	Prog Mgr	Transit	O&M	114	57	57					114
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	2014 MBB	TEP-26	LSR	CON	1,821				1,821			
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	PE/Env	73	73						73
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	CON	975	975						975
00356	San Leandro	Lewelling Blvd Pedestrian Safety Rapid Flashing Beacons Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	2000 MB	Disc-TCD	Bike/Ped	CON	1,387	1,387						1,387
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	92	92						92
00405	San Leandro	MacArthur Boulevard Park & Ride	2-Central	2010 VRF	Disc-Transit	Transit	CON	543		543					543
00405	San Leandro	MacArthur Boulevard Park & Ride	2-Central	TFCA	Prog Mgr	Transit	CON	80		80					80
00434	San Leandro	Lewelling Boulevard Streetscape	2-Central	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	234		234					234
00434	San Leandro	Lewelling Boulevard Streetscape	2-Central	2014 MBB	TEP-44	Bike/Ped	CON	1,973			1,973				1,973
00438	San Leandro	Fairway Drive Traffic Calming	2-Central	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	58		58					58
00439	San Leandro	Hesperian Boulevard Bike Lane Gap Closure	2-Central	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	225		225					225
00030	SHS	Rides for Seniors	2-Central	2000 MB	Disc-PT	Paratransit	O&M	235	235						235
00051	SJRRC	ACE Capital	4-East	2000 MB	01	Transit	Various	13,184	13,184						13,184
00382	SJRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	235	235						235
00382	SJRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	CON	1,765	1,765						1,765
00031	SSPTV	Volunteer Assisted Senior Transportation Program	4-East	2000 MB	Disc-PT	Paratransit	O&M	325	325						325
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	O&M	210	210						210
00297	SSPTV	Volunteers Assisting Seniors with Transportation (VAST)	4-East	2000 MB	Disc-PT	Paratransit	O&M	701	583	118					701
00010	Union City	Operations Support for Route 2	3-South	Lifeline	STA	Transit	O&M	220	220						220
00062	Union City	Union City Intermodal Station	3-South	2014 MBB	TEP-22	Transit	Planning / Scoping	51	51						51

Alameda CTC Comprehensive Investment Plan

2024 CIP Update Five-Year Programming and Two-Year Allocation Plan

2024 CIP Update Programming and Allocations

Programming and Allocations ($ x 1,000)

									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	PE/Env	5	5						5
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	780	780						780
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	CON	5,779	5,779						5,779
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	CMA-TIP	Other	Bike/Ped	CON	1,100	1,100						1,100
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	TFCA	Prog Mgr	Bike/Ped	CON	136	136						136
00191	Union City	Union City Boulevard Bike Lanes Phase 3	3-South	2014 MBB	TEP-42	Bike/Ped	CON	1,751		1,751					1,751
00191	Union City	Union City Boulevard Bike Lanes Phase 3	3-South	TFCA	Prog Mgr	Bike/Ped	CON	49		49					49
00266	Union City	Dyer Road Pavement Rehabilitation	3-South	STP/CMAQ	LSR	LSR	CON	872	872						872
00267	Union City	Bicycle and Pedestrian Master Plan Update	3-South	2000 MB	Disc-BP	Bike/Ped	Planning / Scoping	150	150						150
00317	Union City	Union City IDEA Grant Traffic Signal Control Improvement	3-South	TFCA	Prog Mgr	Transit	CON	221	221						221
00333	Union City	East-West Connector / Quarry Lakes Parkway	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	6,700	6,700						6,700
00371	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	10	10						10
00372	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	CON	71	71						71
00390	Union City	Union City Electric Bus Infrastructure	3-South	TFCA	Prog Mgr	Transit	CON	1,500	1,500						1,500
00294	USOAC	Senior Public Transportation Training and Education Program	1-North	2000 MB	Disc-PT	Paratransit	O&M	419	307	112					419
00281	Various	State Transportation Improvement Program	Multiple	STIP	RIP	HWY	Various	48,813	48,813						48,813
00282	Various	Lifeline Cycle 5 Program	Multiple	Lifeline	Various	Transit	Various	4,789	4,789						4,789
								1,609,963	**1,398,335**	**163,155**	**27,394**	**6,744**	**664**	**8,677**	**1,588,884**

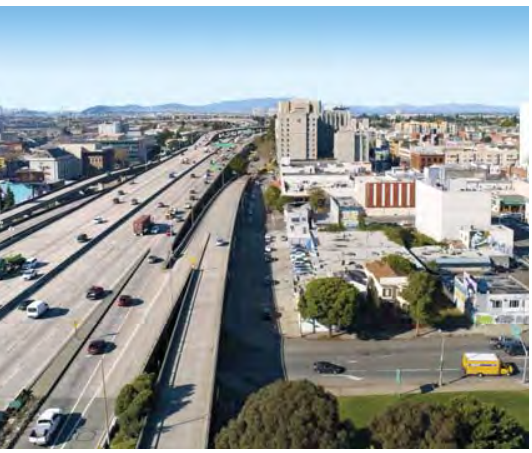
Total 2-year Allocations	**$ 190,549**
Total 5-year Programming	**$ 206,634**



Alameda County Transportation Commission
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Oakland, CA 94607
www.alamedactc.org

Alameda CTC
FY2022/23
2014 MBB Direct Local Distributions

Description	Local S&R	Transit Service	Bike & Ped	Paratransit	Total MBB FY2022/23 Direct Local Distribution
Alameda	$ 5,057,118.91	$ -	$ 536,261.09	$ 510,048.60	$ 6,103,428.60
Albany	1,476,951.59	-	149,246.37	91,927.81	1,718,125.77
Berkeley	7,489,857.62	-	858,766.46	798,856.90	9,147,480.98
Dublin	1,458,610.56	-	502,810.27	-	1,961,420.83
Emeryville	1,002,672.79	-	86,157.25	82,282.69	1,171,112.73
Fremont	6,065,394.99	-	1,582,061.22	1,567,053.54	9,214,509.75
Hayward	5,928,189.94	-	1,107,151.91	2,035,835.49	9,071,177.34
Livermore	2,482,600.33	-	593,931.35	-	3,076,531.68
Newark	1,296,810.21	-	325,607.78	324,967.42	1,947,385.41
Oakland	28,684,660.27	-	2,926,354.09	3,131,759.30	34,742,773.66
Piedmont	1,255,023.30	-	75,678.00	-	1,330,701.30
Pleasanton	1,948,896.90	-	535,054.60	641,605.27	3,125,556.77
San Leandro	3,646,108.20	-	609,477.85	681,610.86	4,937,196.91
Union City	1,739,556.06	-	469,842.05	572,586.67	2,781,984.78
LAVTA	-	1,898,188.27	-	950,595.06	2,848,783.33
Alameda County	-	-	1,030,729.32	-	1,030,729.32
Alameda County - North	204,638.89	-	-	-	204,638.89
Alameda County - Central	5,105,599.14	-	-	-	5,105,599.14
Alameda County - East	1,084,841.19	-	-	-	1,084,841.19
AC Transit District	-	71,371,879.03	-	17,083,694.44	88,455,573.47
Alameda Ferries	-	1,898,188.27	-	-	1,898,188.27
Altamont Rail - South	-	1,898,188.27	-	-	1,898,188.27
Altamont Rail - East	-	1,898,188.27	-	-	1,898,188.27
Union City Transit	-	949,094.12	-	-	949,094.12
BART	-	1,898,188.27	-	5,694,564.82	7,592,753.09
Total FY2022/23 Distributions	$ 75,927,530.89	$ 81,811,914.50	$ 11,389,129.61	$ 34,167,388.87	$ 203,295,963.87





2024
Comprehensive Investment Plan Update
Fiscal Years 2023/24 to 2027/28




Alameda County Transportation Commission
1111 Broadway Suite 800
Oakland, CA 94607
www.alamedactc.org

May 23, 2024

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Alameda County Transportation Commission
2024 COMPREHENSIVE INVESTMENT PLAN UPDATE

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APPENDICES

A. Technical Detail: Current Programming (previously approved on 5/25/23)
B. Technical Detail: Changes to Current Programming and Allocations
C. Technical Detail: 2024 CIP Update Five-year Programming Horizon with Allocation Plan
D. CIP Programming Principles and Guidelines
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F. Alameda CTC Strategic Plan
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SECTION 1: INTRODUCTION

The Alameda County Transportation Commission (Alameda CTC) is responsible for the planning, programming, and allocation of local, regional, State and federal funding for transportation improvements throughout Alameda County.

Alameda CTC maintains programming and allocation authority for federal, State, regional and local transportation funding programs, such as the local, voter-approved measures (Measure B, Measure BB, and Measure F Vehicle Registration Fee), Transportation Fund for Clean Air (TFCA), State Transportation Improvement Program (STIP), and federal One Bay Area Grant Program (OBAG). Since 2016, Alameda CTC consolidates the programming and allocation for the fund sources under Alameda CTC's purview ("Alameda CTC Administered Funds") into a single programming and allocation document known as the Alameda CTC Comprehensive Investment Plan (CIP).

The CIP programming and allocations recommendations, in any given CIP cycle, demonstrates Alameda CTC's investment commitment to projects and programs that maintain and enhance the countywide transportation system based the current Commission's priorities at the time of the programming and allocation action(s).

The CIP contains programming and allocation policies, guidelines and procedures that guide Alameda CTC's investment decisions, programming and allocation processes, and the subsequent funding administration.

The CIP is updated annually to capture programming and allocations made since the last approval of the CIP, and to document programming and allocations adjustments including new programming requests, proposed adjustments by Project Sponsors, and technical adjustments as required by the CIP and funding administration policies.

The CIP contains a document structure of:

- Purpose, Background, strategic objectives, and an overview of programming principles for all programming through Alameda CTC.
- Appendices include
    - Technical summaries of adjustments to the prior programming and a summary with the final programming record.
    - Programming and Allocation Guidelines for future programming
    - Policies and Procedures for Alameda CTC's programming and funding administration

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SECTION 2: PURPOSE OF COMPREHENSIVE INVESTMENT PLAN

The CIP is a programming and allocation document that establishes a financial investment strategy of funding under Alameda CTC's purview to deliver projects and programs ("projects") that allows the countywide transportation system to be more efficient and effective. The CIP identifies transportation funds from various sources expected to be available over a five-year programming horizon and targets them for transportation priorities in Alameda County.

The main objectives of the CIP are summarized as follows:

1. Translate long-range plans into short-range implementation
   The CIP transitions long-range plans into focused project/program delivery over a five-year programming window with a two-year allocation plan.

2. Serve as the Strategic Plan
   The CIP serves as Alameda CTC's Strategic Plan and satisfies public reporting requirements required by these funding programs.

   The revenue and expenditure assumptions for each fund source are confirmed periodically, and serve as the basis for the financial management of each funding program. Funding commitments to individual projects identified in the voter-approved transportation expenditure plans are confirmed, and current programming and allocations to these projects are documented in the CIP to satisfy annual strategic plan requirements mandated by the 1986 Measure B, 2000 Measure B and 2014 Measure BB Transportation Expenditure Plans.

3. Establish a consolidated programming and allocation plan
   The CIP is a decision-making programming document that is used to program fund sources under Alameda CTC's responsibility for capital improvements, program operations, and maintenance projects. Integrating all fund sources into one programming document permits Alameda CTC to coordinate the programming and allocation of multiple fund sources to ensure that the investments of funds from the individual sources are joined to maximize the effectiveness of the overall investments in the Alameda County transportation system.

   The CIP includes a two-year allocation plan for funds allocated by Alameda CTC. Projects included in the two-year allocation plan must be ready to begin the phase for which funds are allocated in the fiscal year indicated in the CIP. Allocated funds are made available for encumbrance in funding agreements with Project Sponsors

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and implementing agencies, and for contracts and costs related to projects implemented directly by Alameda CTC.

The CIP will be updated on an annual and biennial basis, as needed, to reflect updates to Alameda CTC's programming and allocations. The annual updates are intended to include technical updates to confirm commitments and programming and allocation actions occurring outside the regular CIP process. A biennial update of the CIP will include a more robust update that shifts the five-year programming and allocation horizon, and allows for additional projects to be nominated and programmed into the CIP against the newly available programming capacity granted by the horizon shift.

The CIP guides investments to projects that provide demonstrate significant public benefit, advance project implementation, and support leveraging of local, regional, State and federal dollars for Alameda County's transportation priorities.

SECTION 3: RELATIONSHIP WITH PLANNING

The CIP's purpose is to strategically program available funds towards transportation investments that support long-range vision and goals established in Alameda CTC's Countywide Transportation Plan (CTP), multi-modal plans, and voter-approved transportation expenditure plans.

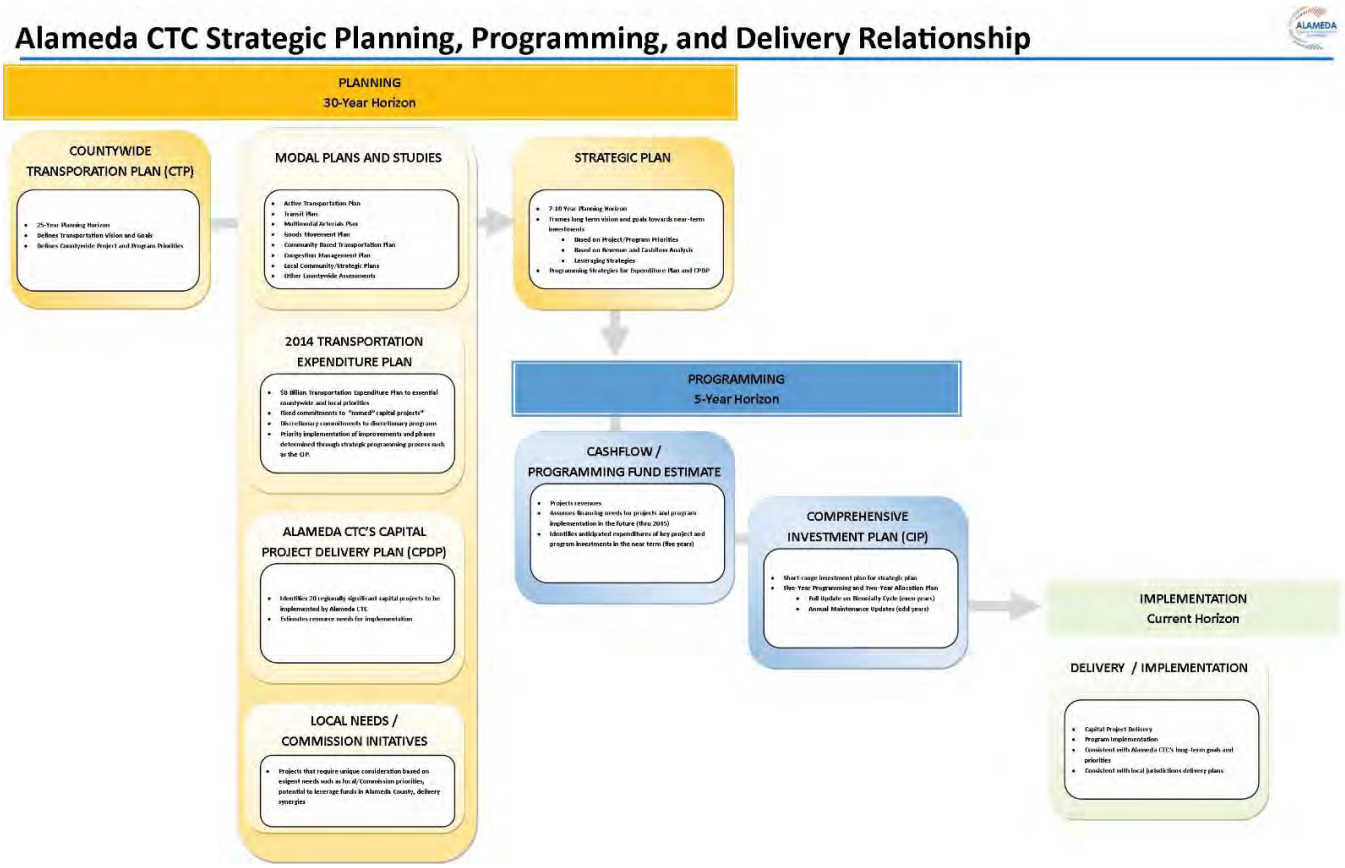
To be considered eligible to receive programming and allocation of Alameda CTC's Administered Funds, candidate projects are required to have a direct nexus to the Alameda CTC's CTP, Alameda CTC's multi-modal plans (Transit, Goods Movement, and Arterials), and other local planning efforts. This ensures candidate projects are consistent in coordination with local, countywide, and regional transportation priorities. The development of these planning documents also satisfies the public outreach requirements of the certain regional, State, and federal fund sources when they are required of by the funding programs.

For Alameda CTC implemented projects, the CIP incorporates the delivery recommendations included in the Measure BB Capital Project Delivery Plan (CPDP) as approved in March 2016. The CPDP addresses projects implemented directly by Alameda CTC and identifies projects posed for local, regional, State and Federal funding. The CIP incorporates the CPDP programming recommendations, policy and procedures, and project delivery assumptions in their entirety as it makes programming and allocation recommendations to projects contained in the CPDP.

Projects demonstrating a nexus to countywide planning efforts and transportation priorities formulate the eligible candidate pool. These projects may submit

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programming and allocation applications through the Alameda CTC's Call for Projects and request for allocation processes. Project selection and prioritization for the CIP is based, in part, on priorities identified in adopted planning documents and studies, Strategic Plan Guiding Principles, but also considers other Commission approved project selection criteria.



SECTION 4: FUND SOURCES AND REVENUE ESTIMATES

Alameda CTC has programming and allocation authority for a number of transportation fund sources at the county level, and programming authority for the Alameda County shares of certain federal and State funding. Alameda CTC acts on behalf of Alameda County at the regional, State, and federal levels for matters pertaining to transportation funding from federal, State, and regional sources, including infusions of funding such as stimulus programs and proceeds from bond sales.

The CIP includes the fund sources listed below grouped according to the category federal, State, Regional and local funding.

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Federal Program	
Fund Source	**Description**
Surface Transportation Program	Alameda CTC, as Alameda County's congestion management agency (CMA), is responsible for soliciting and prioritizing projects in Alameda County to receive a portion of the federal Surface Transportation Program (STP) funding. The STP is provided through funding from reauthorization of the federal funding for surface transportation by which Alameda CTC receives federal monies. The Metropolitan Transportation Commission (MTC) approves the programming of the STP funding for the nine-county Bay Area based on input by the CMA for each of the nine counties.
Congestion Mitigation & Air Quality Program	Alameda CTC, as the CMA, is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Congestion Mitigation & Air Quality Program (CMAQ) in the same fashion as the STP funding. The CMAQ is provided through funding from the reauthorization of federal funding for surface transportation by which Alameda CTC receives federal monies. The CMAQ funds are used on projects that will provide an air quality benefit. MTC approves the programming of the CMAQ funding for the nine-county Bay Area based on input by the CMA for each of the nine counties.

State and Regional Programs	
Fund Source	**Description**
State Transit Assistance	State Transit Assistance is the State's flexible transit funding program which may be used for capital or operating purposes. The statewide STA program is split equally between a Revenue-based program (Public Utilities Code 99314) and a Population-based program (Public Utilities Code 99313). Under MTC Resolution 4321, Congestion Management Agencies (CMAs) are charged with playing a coordinating role in the development of a STA Population-Based distribution program within their county. MTC Resolution 4321 replaced MTC Resolution 3837 with a new transit-focused, One Bay Area Grant (OBAG)-style STA County Block Grant for 70 percent of the STA Population-Based funds received by MTC, with the remaining 30 percent directed towards MTC's Regional STA Program. MTC Resolution 4321 includes several policy conditions for the STA County Block Grant Program.
Regional Measure 2 and Future Regional Measures	In 2004, voters passed Regional Measure 2 (RM2) raising the toll on the seven state-owned toll bridges in the San Francisco Bay Area by $1. This extra dollar funds various transportation projects within the region determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in Senate Bill 916 (Chapter 715, Statutes of 2004). Specifically, RM2 establishes the Regional Traffic Relief Plan and identifies specific transit operating assistance, and capital projects eligible to receive RM2 funding.
State Transportation Improvement Program	Alameda CTC, as the CMA, is responsible for soliciting and prioritizing projects in Alameda County for the Alameda County Share of the State Transportation Improvement Program (STIP). Programming for each "County Share," of the Regional Improvement Program (RIP) portion of the STIP, is recommended by the CMA for each county (i.e., by Alameda CTC for Alameda County). The STIP is updated by the California Transportation Commission (CTC) on a two-year cycle with new STIP cycles approved every even year. The CTC adopts a fund estimate for each STIP cycle during the year before the even-numbered year in which the STIP cycle is adopted. The fund estimate provides the amounts for each of the County Shares that comprise the RIP portion of the STIP cycle. The STIP programming horizon is a five-fiscal-year window with two new fiscal years added each STIP cycle. Most programming capacity added in a given STIP cycle is in the two new, outer fiscal years of the STIP programming horizon. The funds programmed in the STIP are subject to the STIP Timely Use of Funds Provisions prescribed in the STIP Guidelines typically adopted with each STIP cycle.
Transportation Fund for Clean Air Program	State law permits the Bay Area Air Quality Management District (BAAQMD) to collect a fee of $4 per vehicle per year to reduce air pollution from motor vehicles. The fee provides the revenues for the Transportation Fund for Clean Air (TFCA) which is distributed by the BAAQMD at the regional and county levels. Sixty percent of the funding is programmed by the BAAQMD at the regional level. The

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State and Regional Programs	
	remaining 40 percent is allocated annually by the BAAQMD for programming and allocation by the Program Manager for each county. Alameda CTC is the TFCA Program Manager for Alameda County. The Alameda County Program Manager funds are split 70 percent to the cities and the County; and 30 percent to transit-related projects.

Local Programs	
Fund Source	**Description**
1986 Measure B	In November 1986, voters passed the 1986 Measure B, a 15-year measure expected to generate more than $990 million through a half-cent transportation sales tax to fund local streets and roads improvements, bus and paratransit services, and other transportation infrastructure projects. The 1986 Transportation Expenditure Plan guides the use of those funds. Sales tax collection authorized by the 1986 Measure B ended in 2002, but several projects from the 1986 Measure B Capital Program are still underway. The 1986 Measure B generated more than $353 million for transportation programs and $864 million for highway, roadway and transit improvements. The sales tax collection for the 1986 Measure B ended in 2002, and no additional revenues are assumed.
2000 Measure B	Alameda County voters approved the 2000 Measure B Transportation Expenditure Plan (2000 TEP) which authorized a 20-year half-cent sales tax to be used for the transportation purposes identified in the 2000 TEP. Alameda CTC administers the 2000 Measure B Program to deliver essential transportation improvements and services. The 2000 TEP guides the expenditures of the 2000 Measure B funds. The collection of 2000 Measure B funds began on April 1, 2002 and will continue through March 31, 2022. The 2000 Measure B funds are divided as prescribed in the 2000 TEP between funds allocated directly to the jurisdictions and transit operators, and the funding available for the programs and capital projects named in the Measure. The 2000 Measure B funds are distributed as follows: *Direct Local Distributions*: The direct local distribution (DLD) funds are distributed directly to local jurisdictions and transit operators as they are received by Alameda CTC in accordance with the provisions set forth in the 2000 TEP and the Master Program Funding Agreements between Alameda CTC and the local jurisdictions. The percentages of net revenues used for the distributions are prescribed in the 2000 TEP as follows: • Mass Transit Operations (21.22 percent) • Local Streets Maintenance and Safety (22.34 percent) • Bicycle and Pedestrian Safety (3.75 percent) • Special Transportation for Seniors and People with Disabilities (9.02 percent) *Discretionary Programs*: The 2000 TEP includes a number of commitments to the following discretionary programs that are available for program management and implementation by Alameda CTC, a Countywide Bicycle and Pedestrian Coordinator position, and discretionary projects based on the percentages or amounts specified in the 2000 TEP: • Express Bus Service Countywide (0.7 percent) • Bicycle and Pedestrian Safety (1.25 percent) • Special Transportation for Seniors and People with Disabilities - Coordination and Gaps in Service Grants (1.43 percent) • Transit Center Development Funds (0.19 percent) *Capital Projects*: The 2000 TEP includes commitments to individual capital projects. Alameda CTC distributes sales tax funds for capital projects on a reimbursement basis in accordance with funding

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Local Programs	
	agreements between Alameda CTC and recipient agency, or for eligible project costs incurred directly by Alameda CTC.
2010 Vehicle Registration Fee	Alameda County voters approved the Alameda County Vehicle Registration Fee (VRF) Program in 2010. The funds made available by the VRF are distributed as follows: *Direct Local Distributions*: The DLD portion of the VRF funding is distributed as follows: • Local Road Improvement and Repair Program (60 percent) • Local Transportation Technology (10 percent) o On January 23, 2014, the Alameda CTC adopted a VRF Local Transportation Technology Program Policy to direct the administration of the Local Transportation Technology Program as a DLD program to the Alameda CTC. *Discretionary Programs*: A portion of the VRF funding is distributed for the following grant sub-programs on a reimbursement basis: • Transit for Congestion Relief (25 percent) • Pedestrian and Bicyclist Access and Safety Program (5 percent)
2014 Measure BB	Alameda County voters approved the 2014 Transportation Expenditure Plan (2014 TEP) as part of Measure BB in November 2014. Measure BB authorized the augmentation and continuation of the voter-approved 2000 Measure B sales tax with a second half-cent sales tax through the end of the 2000 Measure B collection period, i.e. March 31, 2022, followed by a one-cent sales tax authorizes from April 1, 2022 through March 31, 2045. The 2014 Measure BB funds are allocated as follows: *Direct Local Distributions*: The 2014 Measure BB DLD funds are distributed directly to local jurisdictions and transit operators as they are received by Alameda CTC in accordance with the provisions set forth in the 2014 TEP and the Master Program Funding Agreements between Alameda CTC and the local jurisdictions. The percentages used for the distributions are prescribed in the 2014 TEP as follows: • Transit Operations, Maintenance, and Safety Program (21.55 percent) • Local Streets Maintenance and Safety (20 percent) • Bicycle and Pedestrian Infrastructure and Safety (3 percent) • Affordable Transit for Seniors and People with Disabilities (9 percent) *Discretionary Programs*: The 2014 TEP includes a number of commitments to the following discretionary programs available that are available for program management and implementation by Alameda CTC, a Countywide Bicycle and Pedestrian Coordinator position, and discretionary projects based on the percentages or amounts specified in the 2014 TEP: • Affordable Student Transit Pass Program ($15 million) • Affordable Transit for Seniors and People with Disabilities/Coordination and Service Grants (1 percent) • Bicycle and Pedestrian Program (2 percent) • Community Investments That Improve Transit Connections to Jobs and Schools (4 percent) • Congestion Relief, Local Bridge Seismic Safety ($639 million) • Freight and Economic Development Program (1 percent) • Technology, Innovation and Development Program (1 percent) • Transit Innovation Program (2.24 percent) *Capital Projects*: The 2014 TEP includes commitments to individual capital projects and to groups, or categories, of capital projects as described in the 2014 TEP. Alameda CTC distributes sales tax funds for

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Local Programs	
	capital projects on a reimbursement basis in accordance with funding agreements between Alameda CTC and recipient agency, or for eligible project costs incurred directly by Alameda CTC.
Local Exchange Program/CMA Transportation Improvement Program	Alameda CTC administers a local fund exchange program to exchange State and federal funds for local monies, giving Project Sponsors the flexibility to streamline and expedite project delivery. The local funds also allow agencies to begin projects earlier than would otherwise be possible due to the uncertain timing of the availability of State and federal funds in any given funding cycle. Based on State and federal economic conditions, the availability of State and federal funds is often delayed to beyond the year in which the funds were originally programmed. Such delays are unilateral from the State and/or federal levels and put a strain on timely implementation of projects. The local fund exchange program allows local monies exchanged for the State and federal funds to be available earlier, and on a more dependable timeline, than the State and federal funds in many cases. Exchanges are approved on a case-by-case basis, as opportunities present themselves.

SECTION 5: PROGRAMMING REQUIREMENTS

Projects must satisfy the following programming requirements to be considered for programming and allocation by Alameda CTC.

1. Projects must be included in, and be consistent with the most current adopted Regional Transportation Plan and Alameda CTC's Countywide Transportation Plan.
2. Projects must demonstrate a public benefit towards building and maintaining the transportation infrastructure in Alameda County.
3. Projects must be publicly accessible and provide direct benefits to public transportation infrastructure and operations.
4. Projects must meet the goals and objectives of the funding sources and programs that are ultimately recommended by Alameda CTC.
5. Projects funded with 2000 Measure B, 2014 Measure BB, and VRF must be consistent with requirements and priorities of their respective expenditure plans.

Funds are programmed from a specific fund source(s), in a given fiscal year to a specific phase(s) of a project. The expected outcome of the total project, or of implementing any phase of the project, with funds programmed in the CIP, shall be consistent with the goals and objectives of the CTP, and any applicable fund source specific requirements.

Programming and allocations requests must at minimum contain the following:

- Project scope, cost, schedule,
- Description of benefits to determine the expected outcome and whether or not the outcome is consistent with the CTP and fund source goals and objectives.
- Funding breakdown by phase. Cost estimates for all phases are required for projects requesting programming or allocations for phases beyond environmental approval.

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SECTION 6: PROGRAMMING PRINCIPLES AND GUIDELINES

Alameda CTC's programming and allocation decisions shall be based on a project's ability to achieve the following five fundamental policy principles that serve as a guide for the CIP development and project selection.

1. Implementing Alameda County's adopted vision
   All funding decisions will support implementation of Alameda CTC's long-range transportation vision for Alameda County as adopted in its long-range Countywide Transportation Plan.

2. Balanced strategic program across project delivery phase
   Alameda CTC strategically invests financial resources to optimize transportation planning, project delivery and performance analysis. The CIP will identify investments in all stages of project development. Striking a balance between project development and capital phases is desired to support a combination of project development phases that will utilize the available programming capacity and to position the county to leverage federal, State and regional funding sources as they become available. This will include considering the delivery status of projects to optimize competitiveness for future grant opportunities.

   Alameda CTC uses the following project or program delivery phases:
   - Planning/Scoping/Conceptual Engineering
   - Preliminary Engineering/Environmental Studies
   - PS&E/Final Design
   - Right-of-Way Acquisition and Engineering
   - Construction Capital and Support
   - Equipment/Rolling Stock Acquisition
   - Operations (includes Safe Routes to School, paratransit programs, transit-related operations)
   - Post-Construction Activities
   - Project Closeout

   The CIP will also include countywide program/operational investments including, but not limited to, the Safe Routes to Schools Program, senior travel training/mobility management, and system performance-monitoring efforts.

4. Maximizing transportation investments
   Alameda CTC will work with local agencies to program funds to projects that are implementation ready, have a credible funding plan, meet the requirements of the fund source and provide transportation benefits. The CIP will examine opportunities

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to leverage the local fund sources to the maximum extent possible. In addition, Alameda CTC will use the CIP to identify co-benefits between projects, when practical and feasible.

5. Investments in all modes and areas within Alameda County
   The CIP strives to identify investments in all modes of transportation, project phases, and geographic areas in Alameda County. The CIP is constrained to the revenue projected to be available for the five-year programming. Alameda CTC will use the CIP to monitor geographic equity and modal equity investments over time.

6. Delivering solutions while ensuring accountability
   Alameda CTC will require timely and cost-effective project delivery, and will monitor implementation to ensure Project Sponsors are accountable for their projects. The CIP will promote the timely delivery of projects, leveraging of local funds and minimizing cost increases due to delays. Projects funded through the CIP will be subject to the requirements of each fund source used to implement the project. Timely use of funds provisions will apply to all funds programmed and/or allocated in the CIP.

Programming Principles and Guidelines

Programming and allocations decisions shall be based on a CIP Programming Principles and Guidelines included in the CIP's appendices. This describes the complete framework for programming and allocation decisions made by Alameda CTC, including defining eligible projects, eligible Project Sponsors, eligible costs, funds sources, funding guidelines and requirements.

Key project merits will be considered (in no particular order) such as:

- Congestion Relief: Project's ability to enhance mobility and access by addressing existing and future congestion and travel demands.

- State of Good Repair: Project's ability to improve the condition of existing transportation facilities or address identified issues if the system is left unimproved.

- Transportation Significance: Project demonstrates regional or countywide significance towards improving the transportation network, economic competitiveness, and environmental conditions i.e. regional greenhouse gases.

- Safety and Connectivity: Project's ability to foster a safe, connected, accessible transportation system for multimodal movement of goods and people.

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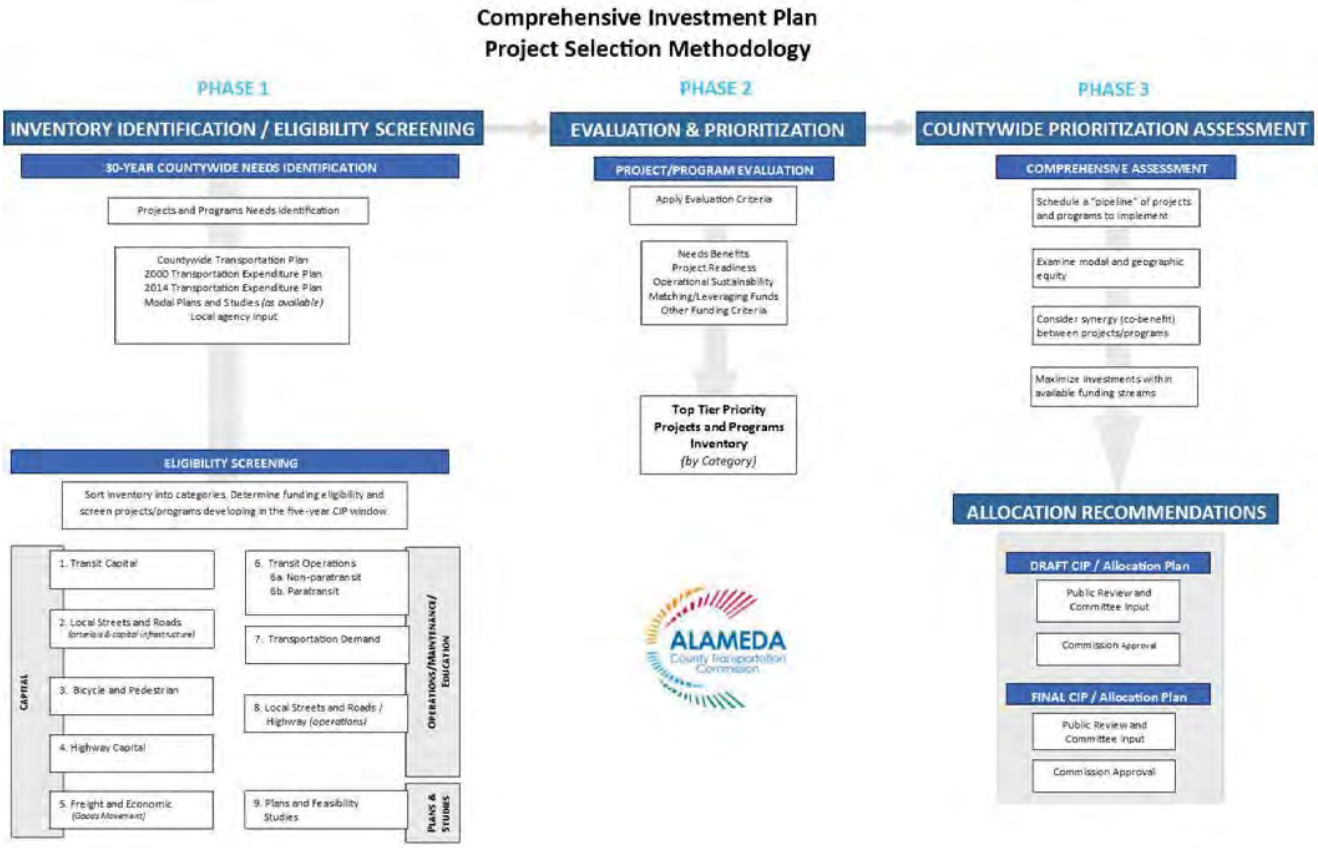
- Multimodal Access: Project's ability to contribute to a multimodal transportation system that serves all users, provides transportation choices, and provides greater access to schools, jobs, homes, and transit.

The CIP programming principles are not intended to replace existing programming requirements of individual fund sources. Instead, the principles are intended to inform the uniform consolidation of historically separate programming practices, where applicable, to more effectively coordinate funding towards beneficial transportation projects that address congestion, state of good repair, economic development, access, safety, and connectivity of a multimodal transportation system.

Programming Guidelines are described in detail by program in the CIP's appendices.

SECTION 7: PROJECT SELECTION METHODOLOGY

The project selection methodology for the CIP is based on three step/phased approach as described below and illustrated in CIP Project Selection Methodology Diagram shown here.



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Phase 1: Project Identification and Screening

Alameda CTC will identify project inventories from the CTP, countywide modal plans, short- and long-range transportation plans and other local planning documents. The inventory will be screened for eligible projects that are ready to be implemented within the five-year CIP window based on schedule, a credible funding plan and local prioritization. Alameda CTC may also initiate a Call for Project to gather updated project information to inform project selection decisions for CIP programming and allocations.

Alameda CTC will separate projects into modal categories based on the type of project (bicycle/pedestrian, roadway, etc. Projects will be assessed for eligible funding sources to ensure they meet funding requirements. The CIP Programming Principles and Guidelines located in the CIP's appendices provides a summary of the categories and sample project types included in the CIP.

The goal of Alameda CTC's funding recommendations will be to fund a project phase by phase, as applicable, so that the project can progress from development to construction and project delivery. Projects outside the five-year period will be considered for future implementation in subsequent funding cycles and CIP updates.

Phase 2: Project Evaluation

Based on the list developed in Phase 1, Alameda CTC will prioritize projects relative to each other in defined category types. Projects will be evaluated against the same category of projects (i.e., transit projects will be evaluated against transit projects, road projects against road projects, etc.). This approach will provide a balanced prioritization process that compares similar project types to one another. Projects specifically named in expenditure plans will be separated from those seeking discretionary funding and will be prioritized independent of the discretionary projects. Based on their scoring assessment, projects will be evaluated and arranged into three tiers within their respective categories (high, medium and low priority). This sorted list will then move into the third phase of evaluation.

Alameda CTC will evaluate eligible projects using the programming criteria adopted as part of the CIP, and other Commission actions, as the basis for programming and allocation decisions.

Phase 3: Countywide Prioritization Assessment

The final step in the project selection process will examine the top tiers of each category from the Phase 2 scoring, to strategically program available funding, to achieve countywide goals and priorities. Alameda CTC will perform a systematic examination across all of the categories to identify financial strategies, geographic and modal equity, and co-benefits between proposed improvements as part of the CIP update process

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every two years, when the five-year programming window is shifted two years into the future.

Alameda CTC will examine opportunities to promote the timely delivery of projects, and leveraging of local funds. Programming recommendations will be constrained by the total available programming within the five-year CIP window, and by fund source eligibilities of projects.

Projects outside Alameda CTC's programming availability in the five-year CIP will be considered for inclusion in future funding cycles and CIP updates.

Project Selection Criteria

The CIP project selection criteria as approved and incorporated in the CIP updates, includes traditional programming criteria used previously by the Alameda CTC. The CIP uses four categories of criteria to score each project:

1. Readiness Delivery Criteria
   The project has a well-defined funding plan, budget and schedule; implementation of the project phase is feasible; governing body approval and community support are demonstrated; and the agency has the ability to coordinate among internal and external agencies, as applicable.

2. Needs and Benefits Criteria
   The project need is clearly defined and demonstrates how the transportation improvement will benefit intended users by increasing connectivity, improving access, supporting well-maintained transportation facilities/equipment (as applicable); promotes innovation and a multimodal system; improves safety; supports a clean environment; and strengthens the economy.

3. Matching and Leveraging Funds Criteria
   The project has secured funding from other sources or demonstrates how it will leverage other funds for use on the project.

4. Other Funding Features
   As applicable, other requirements mandated by other funding sources/programs.

Alameda CTC will, to the extent possible, implement the above project selection process using the CIP programming principles identified in Section 6: Programming Principles and Guidelines for programming and allocation decisions.

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SECTION 8: BASIS OF PROJECT COST SHARING

The investments of funding programmed in the CIP considers the overall project cost/funding picture and expected outcomes. The baseline for cost sharing is typically the proportional share of Alameda CTC Administer Funds against the total project costs at completion.

Project Sponsors are required to request Alameda CTC Administered Funds by phase and to provide matching funds to such request by phase. This ensures during any given CIP programming cycle the Commission's requirement for a minimum level of project cost sharing is achieved.

In the event, Alameda CTC funds are required in an earlier phase to increase the competitiveness of a project to leverage other funds sources, Alameda CTC, may at its discretion, make a programming recommendation to a phase without a match, that considers the project cost sharing overall.

A risk sharing arrangement shall be included in any funding agreement which obligates funding allocated by Alameda CTC in advance of its proportional share (based on the total funding) for project phases beyond environmental approval, especially for projects that do not have funding identified for all phases of implementation.

The following principles shall be the basis of cost sharing considered for programming and allocations approved by Alameda CTC:

- Complete Project Information
  Request for allocations through the CIP process and subsequent funding agreement packages shall include a summary of estimated total costs segregated by phase; a corresponding milestone schedule showing begin and end dates for each phase (and any significant delivery milestones within each phase); and the anticipated funding (all sources) for each phase segregated by source.

- Funding Agreement Requirements
  Project cost sharing shall be established in the funding agreements based on the information provided with the request for allocation and funding agreement packages. The cost sharing proportions documented in the funding agreement shall be used for risk sharing associated with the implementation of the phase(s) covered by the agreement.

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- Local Cooperation Policy and Eligibility of Locally Incurred Costs
  Project Sponsors, and local jurisdictions whom are directly benefitting from the expected outcomes a project implemented in their locality by Alameda CTC, the Project Sponsor, or other implementing agencies, are required to be active funding partners to further the delivery of such improvement project.

  Locally incurred costs such as staff costs associated with providing technical assistance, support, or coordination to further the delivery of a project by an implementing agency can be included in the total cost and funding amounts for the purposes of cost and risk sharing at the total project level. However, the costs shall not be included in the costs eligible for reimbursement by the funds allocated by Alameda CTC stipulated in the funding agreement, unless they are specifically identified as eligible in the funding agreement.

  Jurisdictions whom are Measure B/BB/Vehicle Registration Fee Direct Local Distribution (DLD) Recipients are encouraged to use local funds to support matching costs. DLD recipients shall not be eligible for reimbursement for local staff costs from Alameda CTC Administered Funds allocated to the Project. Project Sponsor staff costs can be included in the total cost and other funding amounts for the purpose of meeting the cost and risk sharing provisions of Agreement, but staff costs will not be considered reimbursable costs unless the Project Sponsor is performing direct activities related to the phase of the project.

  Refer to the Local Cooperation Policy in the CIP's Policies and Procedures appendix.

SECTION 9: FUND MANAGEMENT AND CIP ADMINISTRATION

Alameda CTC is responsible for the management and administration of the various funding programs within its programming and allocation purview. The CIP provides a summary of the programmed and allocated amounts for each fund source administered by Alameda CTC, and in some cases the fund sources administered by other agencies.

The fund sources administered by Alameda CTC must be managed in accordance with applicable laws and requirements related to the individual fund sources, and with government accounting standards. The programming and allocations included in the CIP provide the basis for the financial and accounting activities performed by Alameda CTC's annual budget, programming fund estimate, and cash management analysis. In general, the financial and accounting activities performed by Alameda CTC occur in the background of the day-to-day project implementation activities, and do not typically hinder a projects ability to be delivered. The specifics related restrictions of use, or

timing of reimbursements for allocated fund shall be addressed in the applicable funding agreement(s).

Alameda CTC Administered funds under Alameda CTC's direct administration purview shall be encumbered into a funding agreement with the Project Sponsor. The funding agreement shall be consistent with the original request for allocation/project application that was used to inform Alameda CTC's programming and allocation decision. Alameda CTC provides for a formal and administrative amendment process to amend an executed funding agreement to adjust the scope, funding, milestones, schedules based on a Project Sponsor's request.

CIP Administration

The CIP is updated periodically, as needed, to assess programming and allocations adjustments that reflect project changes resulting from schedule modifications, changes in priorities, new policies, regulations or laws, and funding adjustments. The Commission may amend the CIP at any time if an action must be taken before the next CIP update period. The Commission must approve all project additions or deletions. The Commission authorizes the executive director or his or her designee to administratively approve the acceleration of project/program schedules, as long as they can be accomplished within the budgeted amount. This is to maintain project scheduling and coordination with any other activities that may impact or delay project implementation or development. Significant changes in the scope of work, implementation schedule or costs will be presented to the Commission for consideration.

The CIP is updated in consultation with other planning and programming efforts such as the Alameda County Congestion Management Program, the Countywide Transportation Plan and Alameda CTC's annual budget process.

Annual CIP Update

Annual updates, as needed, include modifications to financial projections and confirmation of programming and allocation commitments in association with Alameda CTC's annual budgetary processes. Additionally, annual updates will examine general strategic planning of its projects and programs, and the status of various commitments, and technical adjustments required periodically.

Biennial CIP Update

Every two years, as needed, Alameda CTC will comprehensively update the CIP to review existing CIP projects and to open a nomination window for new projects. The biennially update occurs on odd number fiscal years, and represents a shift of the programming window to add the next two fiscal years.

Biennial CIP updates will include review of existing projects and programs to determine whether to recommend continuing or postponing funding and delaying, removing or reincorporating projects/programs. Alameda CTC may recommend additional funding to continue existing approved projects. As part of this update, Alameda CTC will open a nomination window to consider new projects for additional capacity granted with the two-year shift of the programming horizon. Projects submitted during the nomination window that meet the Commission-adopted screening criteria will be evaluated and prioritized for funding consideration.

Periodically, Alameda CTC will reassess the CIP development process, prioritization methodology and allocation process for consistency with any updated policies and goals. Alameda CTC will update and amend the CIP accordingly to account for project changes resulting from schedule modifications, changes in priorities, new policies, regulations or laws, and funding adjustments.

CIP Amendments / Adjustments

CIP Amendments / Adjustments are considered on a case-by-case basis, and may occur in the following situations:

- Alameda CTC made a programming recommendation that received final programming actions by other agencies for federal, State or regional funds.
- Additional funding is needed to complete a CIP project.
- Commission approved programming made off-cycle of a CIP update.
- Matching funds are needed to immediately leverage non-Alameda CTC Administered funds to Alameda County.
- Project Sponsors requested a fund exchange among existing approved projects to prevent delays or cost increases to the project.
- Project Sponsors required updates to reflect additional revenue from new or existing fund sources, or updated confirmed amounts.
- Project Sponsors are unable to meet the environmental and full funding requirements as defined in the sales tax expenditure plans.
- Project Sponsors reported changes such as budget increases, schedule delays or other factors that may impede project delivery.

Adjustments to the current CIP programming and allocation record will be reflected in the next regularly scheduled CIP update.

SECTION 10: ALLOCATION PROCESS AND REQUIREMENTS

Alameda CTC maintains programming and allocation authority for a variety of transportation fund sources. Programming and allocations shall be approved by Alameda CTC in accordance with the requirements of the individual fund source and with the standard programming and allocation procedures and requirements further described in the CIP's Policies and Procedures appendix.

Generally, Alameda CTC allocates the funding for which it has allocation authority based on Requests for Allocations Packages in the form of separate allocation requests for named projects in the Transportation Expenditure plans or through funding applications submitted to Alameda CTC for funding consideration by Project Sponsors during a CIP call-for projects.

The Request for Allocation package shall include an overall project implementation plan which identifies anticipated costs by phase and potential funding sources for each phase throughout completion of the project. Requests for allocations for multiple phases without specifying amounts for the individual phases shall be considered on a case-by-case basis.

Generally, Requests for Allocation Packages should be submitted to Alameda CTC at least 60 days prior to the regularly scheduled Alameda CTC Commission meeting at which the request will be considered for approval. In some cases, the project activities to be funded by an allocation being requested will be performed by an implementing agency that is different than the sponsor. In such cases, the request for allocation package should be prepared by the implementing agency and submitted to Alameda CTC by the Project Sponsor.

Alameda CTC has allocation authority for funds from the following sources:

- 1986 Measure B (1986 MB);
- 2000 Measure B (2000 MB);
- 2010 Vehicle Registration Fee (VRF);
- 2014 Measure BB (2014 MBB);
- Transportation Fund for Clean Air (TFCA) Program Manager; and
- CMA Transportation Improvement Program (CMATIP).

Alameda CTC allocates to the following phases:

- Planning/Scoping/Conceptual Engineering
- Preliminary Engineering/Environmental Studies
- PS&E/Final Design

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- Right-of-Way Acquisition and Engineering
- Construction Capital and Support
- Equipment/Rolling Stock Acquisition
- Operations and/or Maintenance

SECTION 11: APPROVAL OF ADVANCE/PAYBACK AND EXCHANGE ARRANGEMENTS

Requests for advances or exchanges of funds programmed or allocated by Alameda CTC shall be considered on a case-by-case basis and shall only be approved if Alameda CTC resources permit such advance/exchange, and if a significant benefit to the implementation of the project can be identified.
Requests for such advances or exchanges shall be submitted in writing by the Project Sponsor, and shall include, at minimum:

1. Project Status and Current Implementation Plan
2. Project delivery strategy with the funding or exchange proposal that describes the costs and fund sources to be involved in the proposed advance or exchange.
3. Timing availability of the funds for which the advance or exchange is requested
4. Repayment schedule of Alameda CTC funds that are proposed to be advance
5. Intended use of the funds freed up by the advance or exchanged

Any advance or exchange arrangement involving funds programmed or allocated by Alameda CTC must be approved prior to allocation, and shall be addressed in the applicable funding agreement.

SECTION 12: DEBT FINANING FOR THE MEASURE BB CAPITAL PROGRAM

Management of the accounts established for the voter-approved funding programs requires forecasts and projections of revenues and expenditures for the revenue sources and expenditure commitments included in each program. The CIP includes revenue projections for each of the funding programs administered by Alameda CTC. Alameda CTC confirms the priorities for the expenditure commitments through the programming and allocations included in the CIP.

While the cumulative committed expenditures remain less than the cumulative revenues, Alameda CTC is able to fund the investments approved in the CIP on a pay-as-you-go basis. When enough projects are approved that create a scenario where the cumulative committed expenditures exceed the cumulative revenues for any of the funding programs, program level financing will be required to make the funds committed available when needed for project implementation.

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When external financing is necessary, the financing mechanism will be determined by the timing of the need for funding, the current financial markets, and the type of expenditure to be financed as some financing mechanism have restrictions on the type of expenditures that can be financed. The decision to finance projects and programs requires lead time to identify the most beneficial type of financing, and to perform the activities required for the financing to be approved, so staff consistently updates cashflow schedules based on the changing needs of the projects and programs in the TEP.

Once funding agreements and contracts for funds allocated in this CIP are executed, Alameda CTC will have encumbered more Measure BB capital funds than can be provided to the projects on a pay-as-you-go basis. Current financial analysis shows the Measure BB capital program cash balance, without any external financing mechanism, will go negative in the very near-term. The amounts encumbered in funding agreements and contracts will not be expended immediately. The encumbrances for larger projects can take years to be fully expended; however, with encumbrances in place, financial management of the capital program must be diligent. The timing of the anticipated expenditures has a significant effect on financing options and costs. Current financial analysis indicates that debt financing from an external source will soon be required to provide Measure BB funding to the capital projects funded in this CIP.

Based on the volume and timing of funding needs in the Measure BB capital program, the external financing mechanism currently planned for the Measure BB capital program is the issuance of bonds in the capital markets. The process for issuing bonds secured by the sales tax is prescribed by the California Public Utilities Commission Code and expanded upon in guidelines prepared by the California Debt and Investment Advisory Commission. The required process includes Alameda CTC adopting a resolution authorizing the issuance of bonds. The resolution authorizing the issuance of bonds, at a minimum, must address the following (from the PUC):

- The purposes for which the proposed debt is to be incurred, which may include all costs and estimated costs incidental to, or connected with, the accomplishment of those purposes, including, without limitation, engineering, inspection, legal, fiscal agents, financial consultant and other fees, bond and other reserve funds, working capital, bond interest estimated to accrue during the construction period and for a period not to exceed three years thereafter, and expenses of all proceedings for the authorization, issuance, and sale of the bonds.
- The estimated cost of accomplishing those purposes.

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- The amount of the principal of the indebtedness.
- The maximum term the bonds proposed to be issued shall run before maturity, which shall not be beyond the date of termination of the imposition of the retail transactions and use tax.
- The maximum rate of interest to be paid, which shall not exceed the maximum allowable by law.
- The denomination or denominations of the bonds, which shall not be less than five thousand dollars ($5,000).
- The form of the bonds, including, without limitation, registered bonds and coupon bonds, to the extent permitted by federal law, and the form of any coupons to be attached thereto, the registration, conversion, and exchange privileges, if any, pertaining thereto, and the time when all of, or any part of, the principal becomes due and payable.

The process for issuing bonds involves selecting a Financing Team including a Financial Advisor, an Underwriter (one or more), and Bond Counsel, and frequently also includes Disclosure Counsel, to help determine the bond structure and other specifics related to the bond issuance required to develop the bond package, market the bonds, sell the bonds and secure the proceeds. Once the bonds are issued, Alameda CTC will be responsible for bond compliance, monitoring and tracking expenditures, and investment and accounting for bond proceeds.

It is Alameda CTC's policy to fund capital project costs on a pay-as-you-go basis for as long as reasonably possible prior to issuing bonds which helps to minimize financing costs. However, based on current cash flow projections, the Measure BB capital program will require financing by early in FY2022-23 to continue to be able to provide funding to Measure BB projects at the time they are needed to pay expenditures incurred on projects for the next several years through 2032. Thereafter, available sales tax revenues from Measure BB are anticipated to be sufficient to meet capital project cost and debt service needs. Debt financing effectively makes future revenues available sooner to pay for project expenditures as they are incurred. Cash flow projections support the financial analysis and cash management efforts related to determining that a bond issuance is the best method of debt financing suited to Alameda CTC's needs and will allow the agency to fulfill commitments to the Measure BB capital program. The focus of the financial analysis and the Alameda CTC management team is to provide funding for Measure BB commitments to capital projects at the time the funding is needed to reimburse eligible project expenditures as they are incurred. Once a debt issuance is in place, Alameda CTC must prioritize debt service obligations when fluctuations to the timing of Measure BB funding needs on projects develop.

With borrowing needs spread over more than a 10-year period, Alameda CTC's Commission approved a strategy to address this need which includes issuing bonds every few years within a 10-year window to meet Measure BB capital project funding needs and is in line with requirements to spend down bond proceeds within three years of each issuance. The intended strategy of periodic bond issuances will allow Alameda CTC to have some certainty on the availability of funding to meet the demands of the Measure BB capital program as projects move through the process into the construction phase. Bonds are expected to be sold as tax-exempt, fixed rate bonds with a 10-year call feature, allowing Alameda CTC to refund and redeem the bonds at par on and after the 10-year call date to provide flexibility to the strategy and the Measure BB program. The final maturity of bonds issued will be in 2045, the final year of Measure BB sales tax collections.

With the approval of the Commission, Alameda CTC has begun the debt issuance process and has completed this process of bringing on a financing team as reported to the Commission in March 2022. The Financing Team is currently working on the development of all of the required bond documents for an inaugural issuance of Measure BB bonds.

While bond proceeds will fund Measure BB capital expenditures on a program-wide basis, within the capital program the projects with the largest draw on funds over the next few years and the precipice of the initial financing needs include the State Route 84 ("SR-84") Interstate 680 ("I-680") Interchange Improvements and SR-84 Widening Project, 7th Street Grade Separation East Project, Interstate 80 ("I-80")/Gilman Street Interchange Improvements Project (Phase 1 and 2), and I-680 Express Lane - Southbound Gap Closure (SR-84 to Alcosta Blvd) Project which are all projects included and allocated funding in this CIP as required by the agency's adopted debt policy.

SECTION 13: PROJECT DELIVERY RESPONSIBILITIES

The implementation of projects in the CIP begins once Alameda CTC approves the funding for the project. The Project Sponsor is the agency that takes the overall responsibility for project delivery, advocacy and reporting for the project regardless if it not the direct implementing agency for the project, unless otherwise agreed through written agreements between the Project Sponsor and the implementing agency.

Alameda CTC acts as project cosponsor, and as implementing agency, for phases of a number of projects and programs. As implementing agency, Alameda CTC incurs eligible project costs through contracts with vendors, staff charges and other direct costs. Implementing agencies, other than Alameda CTC, receive reimbursements from

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Alameda CTC via funding agreements which encumber the funds allocated by Alameda CTC. Once the funding agreements are in place, implementing agencies may encumber the funds for contracts and other direct costs to deliver the project as provided for in the funding agreement. Alameda CTC monitors the performance of the projects during implementation and after implementation during operations based on information provided by the Project Sponsor.

Throughout the implementation process, Alameda CTC relies on Project Sponsors and implementing agencies to communicate regularly about project activities and status as required by the funding agreements. The regular updates from Project Sponsors support Alameda CTC's management of the overall set of projects. The information collected from Project Sponsors provides the basis of the project status information made available to the public by Alameda CTC.

Timely and accurate reporting is essential for early identification of potential project or program issues, and of circumstances that may adversely affect project delivery. Alameda CTC needs as much lead time as possible for approving changes to project or program funding in reaction to project risks. Project Sponsors and implementing agencies must communicate risks to Alameda CTC as soon as they are identified by the Project Sponsor or implementing agency.

If a project requires additional funding, or a change to the funding as approved in the CIP, Alameda CTC will review the funding request and consider providing more funding, or approving changes to existing funding, in future CIP update cycles. If an amendment is required prior to the next CIP update cycle to maintain the current implementation schedule, Alameda CTC may approve additional funding, or changes to previously approved funding, at any regularly scheduled Commission meeting.

The CIP document will not be updated and re-published after each off-cycle funding adjustment. Off cycle adjustments to the funding approved in the CIP will be summarized as current programming in the next CIP update cycle.

SECTION 14: PROJECT FUNDING AGREEMENTS

Allocated funds are considered available for encumbrance in funding agreements between the funding agency and the recipient agency.

A funding agreement is required between agencies to allow for reimbursements of eligible project expenditures. The funding agreements specify the financial terms of the agreement, scope of work, costs, schedules and deliverables associated with the

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implementation of the project. Funding agreements are based on the project information, scope of work, costs, schedules and proposed outcomes at the time of the request for allocation.

Generally, Alameda CTC initiates funding agreement development between recipient agencies immediately after the Commission approves a funding allocation. However, it is the responsibility of the recipient agency to submit a request for funding agreement to the Alameda CTC to receive funds allocated by Alameda CTC. Requests for funding agreement must in accordance with the Timely Use of Fund Policy cited in the CIP Policies and Procedures appendix.

Recipient agencies are responsible for fulfilling all requirements related to executing the funding agreements.

SECTION 15: PROJECTS REIMBURSEMENT PROCEDURES

Alameda CTC approves reimbursements of eligible project costs based on Request for Reimbursement (RFR) packages submitted by implementing agencies and Project Sponsors which incur reimbursable costs against Alameda CTC Administered Funds encumbered in a funding agreement.

RFR requirements are included in the applicable funding agreements, and Project Sponsor's request generally include

- Itemization of eligible costs incurred to confirm the costs are consistent with the applicable funding agreement
- Itemization of Alameda CTC costs and other sources to calculate any proportional shares and reimbursement ratios set in the funding agreement
- Supporting documentation (timesheets, vendor invoices, proof of payment) for all costs cited within an RFR regardless if costs are intended to be Alameda CTC or non-Alameda CTC funded costs.

Alameda CTC approves RFRs upon sufficient supporting documentation of costs incurred, and based on the availability of funds.

Eligible costs for reimbursements are further described in the Eligible Cost for Reimbursement Policy cited in the CIP's Policies and Procedures appendix.

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SECTION 16: ALAMEDA CTC LOCAL BUSINESS CONTRACT EQUITY PROGRAM REQUIREMENTS

All locally funded contracts approved by Project Sponsor, funded wholly or in part with Measure B, Measure BB, and/or Vehicle Registration Fee funds, except for contracts that also include State and/or federal funds or contracts funding non-capital projects (e.g., transit operations), are required to comply with Alameda CTC's Local Business Contract Equity (LBCE) Program.

This includes the obligation to report Local Business Enterprise (LBE), Small Local Business Enterprise, and Very Small Local Business Enterprise participation with all reimbursement requests submitted for contracts costs partially or wholly funded by Alameda CTC, whether or not the contract requires LBE participation.

Project Sponsors receiving Measure B, Measure B, and/or Vehicle Registration Fee funds through the programming and allocation process must follow these program requirements and may be requested to document procurement processes funds to verify program compliance. Non-compliance Project Sponsors may have funds subject to rescission, or marked as ineligible for reimbursement, at the discretion of the Alameda CTC.

Alameda CTC's LBCE Program and is available online on the Alameda CTC website.

SECTION 17: PROJECT CLOSEOUT

Project closeout shall be in accordance with the applicable project funding agreement(s).

At a minimum, the Project Sponsor shall provide Alameda CTC with written confirmation that the project is complete with a summary of the final costs, funding and schedule information segregated by phase. If a project will continue beyond the time during the time which Alameda CTC programmed or allocated funds are being expended, the Project Sponsor shall notify Alameda CTC in writing when the expenditure of the funding is complete, and will continue to provide project status updates as required/requested by Alameda CTC until the project is fully implemented and in public service.

Periodic information updates during operations of projects funded by Alameda CTC may be required for monitoring purposes as specified in the applicable funding agreement, and as requested by Alameda CTC.

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SECTION 18: PERFORMANCE MONITORING AND REPORTING

Countywide Performance Monitoring and Implementation

Projects that received funding through the CIP have been identified through the programming and allocation process to further the Alameda CTC's Countywide Transportation Plan, modal plans, and local planning documents vision to improve the transportation network. These plans identify project and transportation system investments based on expected outcomes modeled over a up to 30-year planning horizon. As projects are implemented through the CIP programming, Project Sponsors are required to report back to Alameda CTC on the outcomes of the implemented projects, and provide feedback on the planning and investment decisions.

Project Reporting

The CIP requires that each project include performance monitoring goals/metrics to gather project specific performance indicators on individual projects. Funding agreement will include all monitoring and reporting requirements required to capture the benefits and expected outcomes of Alameda CTC's investments.

The reporting requirements include the following:

Progress Reports

The executed funding agreements require regular progress reporting, based on the reporting schedule set forth on the agreement. The progress reports include a status update made toward implementation of the project, including deliverables, commitment status of supplemental funds identified in the funding agreement and adherence to the adopted project schedule.

Corrective Plans

Once a funding agreement is executed, Project Sponsors are required to report changes to the project scope, schedule, cost and funding as soon as the required changes are identified by the Project Sponsor for the Commission's consideration. Reports of changes such as budget increases, schedule delays and other factors that may represent an impediment to successful project delivery in accordance with the agreed-on scope, schedule, cost and funding must be accompanied by a Corrective Plan detailing the Project Sponsor's strategy to deliver the project or program within the proposed new parameters. Alameda CTC must accept the plan before future programming, allocations and reimbursements will be approved.

Final Report

The Project Sponsor must submit a final project delivery report of the completed project contained in a funding agreement. The final report must

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describe the completed scope of work, the final budget including spend down of all identified fund sources in the funding plan and any performance outcomes included in the funding agreement.

Monitoring Project Sponsor Delivery and Accountability

Alameda CTC will also monitor the Project Sponsor's ability to deliver a project as proposed. Project Sponsors are required to monitor and inform Alameda CTC if there are significant changes in project or program development, implementation schedule or budget. Project Sponsor's delivery record may be considered at future programming cycles or funding requests by the Project Sponsor. Failure to monitor performance or perform required expenditure audits may affect a Project Sponsor's eligibility to receive funding in future CIP update cycles.

Audits

Alameda CTC reserves the right to perform audits to confirm whether costs submitted for reimbursement are consistent with the provisions set forth in the applicable funding agreement(s). The audit may also include a review of deliverables and outcomes to determine if they are consistent with the project scope and schedule in the funding agreement. Audits must also be performed for funding sources as described in the 2000 TEP and 2014 TEP.

Alameda CTC will periodically evaluate and summarize the project performance monitoring efforts conducted through the individual project and or comprehensive program updates to the Commission. This is intended to provide feedback on Alameda CTC's investments, including how the projects provided a benefit to the transportation system.

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ALAMEDA
County Transportation Commission

2024 Comprehensive Investment Plan Update

Appendix A

Technical Detail: Current Programming



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Alameda CTC Comprehensive Investment Plan
Current Programming
Current Approved Programming and Allocations (2024 CIP Update - 05/25/23)

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Programmed (Thru FY24-25)
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	TFCA	Prog Mgr	Transit	CON	925	925						925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	2000 MB	07A	Transit	Various	11,510	11,510						11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	2014 MBB	TEP-13	Transit	CON	10,000	10,000						10,000
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	1,741	1,741						1,741
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	2-Central	Lifeline	STA	Transit	CON	450	450						450
00193	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	1-North	2010 VRF	Disc-Transit	Transit	Various	300	300						300
00009	AC Transit	City of Oakland Broadway Shuttle	1-North	Lifeline	JARC	Transit	O&M	405	405						405
00057	AC Transit	College/Broadway Corridor Transit Priority	1-North	2014 MBB	TEP-16	Transit	Planning / Scoping	100	100						100
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75		75					75
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	283		283					283
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	221		221					221
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	CON	1,144			1,144				1,144
00421	AC Transit	Fruitvale Corridor	1-North	STP/CMAQ	STP/CMAQ	Transit	CON	2,000			2,000				2,000
00056	AC Transit	Grand/MacArthur BRT	1-North	2014 MBB	TEP-15	Transit	Planning / Scoping	97	97						97
00446	AC Transit	High-Priority Bus Stop Improvements Project	Multiple	2010 VRF	Disc-Transit	Transit	CON	1,800			1,800				1,800
00171	AC Transit	Line 97 Corridor Improvements (Signal timing component)	2-Central	TFCA	Prog Mgr	Transit	Various	228	228						228
00381	AC Transit	Oakland Traffic Management Center	1-North	2000 MB	Disc-Transit	Transit	CON	375	375						375
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	3,583	3,583						3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	JARC	Transit	O&M	1,417	1,417						1,417
00379	AC Transit	Quick Builds	1-North	STP/CMAQ	STP/CMAQ	Transit	CON	954	954						954
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	447	447						447
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	PE/Env	536	536						536
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2010 VRF	Disc-Transit	Transit	CON	4,018	4,018						4,018

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Alameda CTC Comprehensive Investment Plan
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								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Programmed (Thru FY24-25)
00380	AC Transit	Tempo Quick Build Transit Lane Delineation	1-North	STP/CMAQ	STP/CMAQ	Transit	CON	300	300						300
00087	Alameda	Alameda City Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	505	505						505
00345	Alameda	Alameda Commercial and Slow Streets Program	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Planning / Scoping	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	PE/Env	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Final Design (PS&E)	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	CON	7,650						7,650	
00424	Alameda	Alameda-Oakland Estuary Water Shuttle Pilot Program	1-North	2010 VRF	Disc-Transit	Transit	O&M	416		416					416
00424	Alameda	Alameda-Oakland Estuary Water Shuttle Pilot Program	1-North	TFCA	Prog Mgr	Transit	O&M	584		584					584
00196	Alameda	Central Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	3,487	3,487						3,487
00197	Alameda	City Wide Street Resurfacing - Pavement Management	1-North	OBAG	LSR	LSR	CON	827	827						827
00418	Alameda	Citywide High-priority Roundabouts	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	2,325		2,325					2,325
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	124	124						124
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	443	443						443
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,451	4,451						4,451
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	PE/Env	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	434	434						434
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	ROW	1,097	1,097						1,097
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	CON	6,376	6,376						6,376
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	2000 MB	Disc-BP	Bike/Ped	CON	192	192						192
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00358	Alameda	Implement 8 School Safety Assessments in Alameda	1-North	2000 MB	Disc-BP	Bike/Ped	CON	84	84						84

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Alameda CTC Comprehensive Investment Plan
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								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Programmed (Thru FY24-25)
00437	Alameda	Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Improvement Project	1-North	2014 MBB	TEP-44	Bike/Ped	PE/Env	162		162					162
00437	Alameda	Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Improvement Project	1-North	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	405		405					405
00314	Alameda	Otis Drive Traffic Calming and Safety Improvement Project	1-North	TFCA	Prog Mgr	Transit	CON	175	175						175
00200	Alameda	Seaplane Lagoon Ferry Terminal	1-North	2014 MBB	TEP-45	Transit	CON	8,200	8,200						8,200
00335	Alameda	West End Bike Ped Bridge Project	1-North	2014 MBB	TEP-37	Bike/Ped	Planning / Scoping	1,555	1,555						1,555
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2-Central	2000 MB	Disc-TCD	Transit	Planning / Scoping	88	88						88
00088	Alameda County	Alameda Co-Various Streets and Roads Preservation	4-East	OBAG	STP	LSR	CON	1,565	1,565						1,565
00377	Alameda County	Anita Avenue Streetscape Improvements	2-Central	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	2,000	2,000						2,000
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	2014 MBB	TEP-26	LSR	CON	7,600	7,600						7,600
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	245	245						245
00162	Alameda County	East Castro Valley Boulevard Class II Bike Lanes	4-East	TFCA	Prog Mgr	Bike/Ped	Various	62	62						62
00329	Alameda County	East Lewelling Blvd Class 4 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00396	Alameda County	East Lewelling Blvd Streetscape Improvements Phase II	2-Central	2010 VRF	Disc-BP	Bike/Ped	CON	1,950	1,950						1,950
00319	Alameda County	Hesperian Blvd Class 2 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00127	Alameda County	Hesperian Blvd Corridor Improvement (A St - I880)	2-Central	2014 MBB	TEP-26	LSR	CON	7,000	7,000						7,000
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	9,300	9,300						9,300
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	1,852	1,852						1,852
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	98	98						98
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	4,950			4,950				4,950
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	OBAG	LSR	LSR	CON	2,171	2,171						2,171
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	OBAG	LSR	LSR	CON	1,779	1,779						1,779
00357	Alameda County	Sidewalk & Intersection Improvements to access Royal Sunset High School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	136	136						136
00344	Alameda County	Unincorporated Alameda County Bicycle Route Signage	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	40	40						40

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Alameda CTC Comprehensive Investment Plan
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								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Programmed (Thru FY24-25)
00429	Alameda County	Upper San Lorenzo Creekway	2-Central	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	9,621		9,621					9,621
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	2010 VRF	Disc-Transit	Transit	CON	7,000	7,000						7,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Planning / Scoping	4	4						4
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	12,348	12,348						12,348
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	29,881	29,881						29,881
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	ROW	51,646	51,646						51,646
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	CON	38,741	36,441	2,300					38,741
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-23	Freight	CON	25,500	25,500						25,500
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-41	Freight	CON	2,000	2,000						2,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	SB-1	LPP	Freight	CON	3,800	3,800						3,800
00053	Alameda CTC	Affordable Student Transit Pass Programs	Multiple	2014 MBB	TEP-08	Transit	O&M	15,000	15,000						15,000
00054	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	Multiple	2014 MBB	TEP-12	Paratransit	Planning / Scoping	1	1						1
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	Multiple	TFCA	Prog Mgr	Transit	O&M	270	270						270
00120	Alameda CTC	Alameda County Rail Strategy Study	Multiple	2014 MBB	TEP-27	Freight	Planning / Scoping	170	170						170
00120	Alameda CTC	Alameda County Rail Strategy Study (Rail Safety Enhancement Program)	Multiple	2014 MBB	TEP-27	Freight	PE/Env	80	80						80
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	1,789	1,789						1,789
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2014 MBB	TEP-44	Bike/Ped	O&M	1,838	442	1,396					1,838
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	CON								
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	17,875	8,992	8,883					17,875
00407	Alameda CTC	Alameda County Safe Routes to Schools	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning / Scoping	1,500	1,500						1,500
00343	Alameda CTC	Alameda CTC STIP Administration (Planning, Programming and Monitoring)	Multiple	STIP	RIP	Multiple	Various	315	315						315
00206	Alameda CTC	Comprehensive Multimodal Monitoring	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	1,250	1,250						1,250
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	8	8						8

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Alameda CTC Comprehensive Investment Plan
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								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Programmed (Thru FY24-25)
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Multiple	TFCA	Prog Mgr	Multiple	O&M	210	210						210
00313	Alameda CTC	Countywide Model Update	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	800	800						800
00455	Alameda CTC	Countywide Planning Activities	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	2,600		2,600					2,600
00408	Alameda CTC	CTA Planning & Programming	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning / Scoping	354	354						354
00406	Alameda CTC	CTA Planning & Programming (for Various Youth and Adult Bicycle Promotion & Education)	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning / Scoping	160	160						160
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	12,400	12,400						12,400
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	PE/Env	4,371	4,371						4,371
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	ROW	1,479	1,479						1,479
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	CON	75		75					75
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	535		535					535
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	1986 MB	MB226	LSR	CON	19,350	19,350						19,350
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	2014 MBB	TEP-27	Freight	O&M	360						**360**	
00131	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	4-East	2014 MBB	TEP-26	HWY	Planning / Scoping	17	17						17
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	402	402						402
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	16,598	16,598						16,598
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2014 MBB	TEP-35	HWY	CON								
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2000 MB	08B	HWY	Final Design (PS&E)	4,500	4,500						4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2000 MB	08B	HWY	CON	100,000	100,000						100,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	Planning / Scoping	1,230	1,230						1,230
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	Final Design (PS&E)	2,792	2,792						2,792
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	CON	1,767	1,767						1,767
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Planning / Scoping	20,000	20,000						20,000
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	PE/Env	6,503	6,503						6,503

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Alameda CTC Comprehensive Investment Plan
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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programming and Allocations ($ x 1,000) Programmed Amount	Prior Allocations Prior Thru FY2022-23	Prior Programming FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Programmed (Thru FY24-25)
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Final Design (PS&E)	21,000	21,000						21,000
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	ROW	6,708	6,708						6,708
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	STIP	RIP	HWY	CON	5,793	5,793						5,793
00117	Alameda CTC	I-680 Sunol SB Express Lane	3-South	2000 MB	08A	HWY	O&M	4,500	4,500						4,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	3-South	2000 MB	08A	HWY	CON	20,000	20,000						20,000
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Planning / Scoping	12	12						12
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	PE/Env	5,838	5,838						5,838
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Final Design (PS&E)	12,150	12,150						12,150
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	STIP	RIP	HWY	CON	50	50						50
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	PE/Env	4,182	4,182						4,182
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	Final Design (PS&E)	7,200	7,200						7,200
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	Final Design (PS&E)	841	841						841
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	ROW	353	353						353
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	ROW	5,300	5,300						5,300
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	ROW	15	15						15
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	CON	2,385	2,385						2,385
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	CON	10,231	10,231						10,231
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	CON	265	265						265
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	CCR	HWY	CON	745		745					745
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	Final Design (PS&E)	172	172						172
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	CON	368	368						368
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	3-South	2014 MBB	TEP-39	HWY	Planning / Scoping	825	825						825
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	3-South	2014 MBB	TEP-39	HWY	PE/Env	4,750	4,750						4,750

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								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Programmed (Thru FY24-25)
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	Planning / Scoping	100	100						100
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	PE/Env	275	275						275
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	Final Design (PS&E)	10,425	10,425						10,425
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-39	HWY	Final Design (PS&E)	5,125	5,125						5,125
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	STIP	RIP	HWY	CON	50	50						50
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	ROW	895	895						895
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	CON	7,105	7,105						7,105
00159	Alameda CTC	Matching Program for Last Mile Connection Technology Programs	Multiple	2014 MBB	TEP-46	Transit	Various	200	200						200
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	Multiple	2014 MBB	TEP-41	Freight	Various	300	300						300
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	4,700	4,700						4,700
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	2014 MBB	TEP-46	Multiple	Planning / Scoping	1,000	1,000						1,000
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	PE/Env	5,800	5,800						5,800
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	Final Design (PS&E)	12,000	12,000						12,000
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	ROW	5,966	5,966						5,966
00287	Alameda CTC	Oakland Alameda Access Project	1-North	STIP	RIP	HWY	CON	50	50						50
00161	Alameda CTC	Overall Planning/Monitoring Services	Multiple	2014 MBB	TEP-46	Multiple	O&M	100	100						100
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Planning / Scoping								
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	PE/Env	2,204	2,204						2,204
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	Final Design (PS&E)	1,988		1,988					1,988
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	ROW	1,675		1,675					1,675
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Final Design (PS&E)	5,696	5,696						5,696
00412	Alameda CTC	Route 84 Expressway - South Segment	4-East	2000 MB	24	HWY	Various	(6,000)	(6,000)						(6,000)
00412	Alameda CTC	Route 84 Expressway - South Segment	4-East	2014 MBB	TEP-32	HWY	ROW	10,000	10,000						10,000

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Current Programming
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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programming and Allocations ($ x 1,000) Programmed Amount	Prior Allocations Prior Thru FY2022-23	Prior Programming FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Programmed (Thru FY24-25)
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	5,336	5,336						5,336
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	PE/Env	5,694	3,494	2,200					5,694
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	7,420	7,020	400					7,420
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	ROW	2,000		2,000					2,000
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	CON	75		75					75
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	TFCA	Prog Mgr	LSR	CON								
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	OBAG	STP/CMAQ	LSR	CON	30,000		30,000					30,000
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	Planning / Scoping	3,500	3,500						3,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	PE/Env	5,500	5,500						5,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	CON	75		75					75
00072	Alameda CTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	4-East	2014 MBB	TEP-32	HWY	CON								
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2000 MB	24	HWY	Final Design (PS&E)	400	400						400
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2000 MB	24	HWY	CON	5,600	5,600						5,600
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	PE/Env	1,731	1,731						1,731
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	Final Design (PS&E)	9,324	9,324						9,324
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	ROW	30,038	30,038						30,038
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	CON	80,907	80,907						80,907
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	ROW	546	546						546
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	CON	854	854						854
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	SB-1	LPP	HWY	CON	8,600	8,600						8,600
00289	Alameda CTC	Student Transit Pass Program	Multiple	2014 MBB	TEP-07	Transit	O&M	31,500	16,200	7,300	8,000				31,500
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	Multiple	2000 MB	Disc-TCD	Bike/Ped	Planning / Scoping	200	200						200
00280	Alameda CTC	Toll Revenue Forecasting	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	1,290	1,290						1,290

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Current Programming
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								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Programmed (Thru FY24-25)
00447	Alameda CTC	Toll System Arbitration Support	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	250	250						250
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	O&M	2,510	2,151	359					2,510
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	2014 MBB	TEP-45	Transit	O&M	1,403	1,004	399					1,403
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	2000 MB	Disc-PT	Paratransit	O&M	109	109						109
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	Multiple	TFCA	Prog Mgr	Multiple	O&M	100	100						100
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	2000 MB	Disc-BP	Bike/Ped	CON	741	741						741
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	TFCA	Prog Mgr	Bike/Ped	CON	85	85						85
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	1-North	TFCA	Prog Mgr	Bike/Ped	Various	95	95						95
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	1-North	OBAG	LSR	Bike/Ped	CON	340	340						340
00346	Albany	Solano and Marin Ave Sidewalk Improvements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00300	ASEB	Regrowth of Transportation Services for Individuals with Dementia	1-North	2000 MB	Disc-PT	Paratransit	O&M	797	628	169					797
00021	ASEB	Special Transportation Services for Individuals with Dementia	1-North	2000 MB	Disc-PT	Paratransit	O&M	400	400						400
00339	BAAQMD / CEC	Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (NorCAL Drayage)	1-North	2014 MBB	TEP-46	Freight	CON	3,640	3,640						3,640
00304	BART	19th Street Oakland BART Modernization	1-North	2014 MBB	TEP-19	Transit	CON	17,650	17,650						17,650
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	1-North	Lifeline	STA	Transit	O&M	250	250						250
00215	BART	BART to Livermore	4-East	TCRP	TCRP	Transit	PE/Env	1,700	1,700						1,700
00215	BART	BART to Livermore	4-East	2000 MB	26	Transit	PE/Env	1,400	1,400						1,400
00172	BART	BART West Oakland Bike Locker Plaza	1-North	TFCA	Prog Mgr	Transit	Various	55	55						55
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	500	500						500
00059	BART	Bay Fair Connector/BART Metro	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	85	85						85
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Planning / Scoping	2,760	2,760						2,760
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Final Design (PS&E)	23,950	16,450	7,500					23,950
00416	BART	Lake Merritt TOD	1-North	2010 VRF	Disc-Transit	Transit	CON	1,030		1,030					1,030

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								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Programmed (Thru FY24-25)
00416	BART	Lake Merritt TOD	1-North	2014 MBB	TEP-45	Transit	CON	6,800		6,800					6,800
00341	BART	Vehicle Overhaul and Heavy Repairs Shop (VOHRS)	2-Central	2014 MBB	TEP-18	Transit	Final Design (PS&E)	5,000	5,000						5,000
00318	BART	West Oakland BART Station Bike Locker Expansion	1-North	TFCA	Prog Mgr	Transit	CON	100	100						100
00419	BART	West Oakland BART TOD & Station Modernization	1-North	2014 MBB	TEP-45	Transit	CON	8,400		8,400					8,400
00427	BATA	West Oakland Link	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	4,200				4,200			
00427	BATA	West Oakland Link	1-North	TFCA	Prog Mgr	Bike/Ped	CON	344		344					344
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	29	29						29
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	49	49						49
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	59	59						59
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	613	613						613
00440	Berkeley	Adeline Corridor Project at Ashby BART Station	1-North	2014 MBB	TEP-44	Bike/Ped	PE/Env	600		600					600
00410	Berkeley	Adeline Street Transportation Improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	495	495						495
00165	Berkeley	Berkeley Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	Various	94	94						94
00184	Berkeley	Berkeley Citywide Bike Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON								
00347	Berkeley	Berkeley Healthy Streets Program Expansion	1-North	2000 MB	Disc-BP	Bike/Ped	CON	52	52						52
00330	Berkeley	Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON	117	117						117
00177	Berkeley	Hearst Ave Complete Streets	1-North	TFCA	Prog Mgr	Bike/Ped	CON	60	60						60
00097	Berkeley	Hearst Avenue Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	2,256	2,256						2,256
00220	Berkeley	Milvia Bikeway Project	1-North	2000 MB	Disc-BP	Bike/Ped	PE/Env	266	266						266
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	61	61						61
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	153	153						153
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	1,057	1,057						1,057
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	220	220						220

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								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Programmed (Thru FY24-25)
00089	Berkeley	Shattuck Complete Streets and De-couplet	1-North	OBAG	STP	Bike/Ped	CON	2,777	2,777						2,777
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	387	387						387
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	613	613						613
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	7,335	7,335						7,335
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TCD	Transit	Planning / Scoping	110	110						110
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TCD	Transit	PE/Env	180	180						180
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	22	22						22
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	52	52						52
00422	Berkeley	Water Transportation / Ferry Project	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	2,246		2,246					2,246
00422	Berkeley	Water Transportation / Ferry Project	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	2,893			2,893				2,893
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2000 MB	Disc-PT	Paratransit	O&M	535	535						535
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2014 MBB	TEP-12	Paratransit	O&M	1,004	779	225					1,004
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	1-North	2014 MBB	TEP-12	Paratransit	O&M	306	306						306
00293	CIL	Community Connections Program (CoCo)	1-North	2000 MB	Disc-PT	Paratransit	O&M	940	752	188					940
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	1-North	2000 MB	Disc-PT	Paratransit	O&M	500	500						500
00023	CIL	Mobility Matters Project	1-North	2000 MB	Disc-PT	Paratransit	O&M	679	679						679
00291	CRIL	Travel Training: Oh The Places You Will Go!	2-Central	2000 MB	Disc-PT	Paratransit	O&M	189	486	(297)					189
00173	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	2-Central	TFCA	Prog Mgr	Transit	Various	123	123						123
00320	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations	2-Central	TFCA	Prog Mgr	Transit	O&M	215	215						215
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128
00295	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	582	388						388
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	O&M	220	220						220
00224	Dublin	City of Dublin Street Rehab	4-East	OBAG	LSR	LSR	CON	661	661						661

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								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Programmed (Thru FY24-25)
00123	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	4-East	2014 MBB	TEP-26	LSR	CON	11,200	11,200						11,200
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2000 MB	Disc-TCD	Bike/Ped	Final Design (PS&E)	41	41						41
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2010 VRF	Disc-BP	Bike/Ped	CON	226	226						226
00124	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	4-East	2014 MBB	TEP-26	LSR	CON	3,000	3,000						3,000
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	PE/Env	2,374	2,374						2,374
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	Final Design (PS&E)	5,374	5,374						5,374
00090	Dublin	Dublin Boulevard Preservation	4-East	OBAG	STP	LSR	CON	470	470						470
00430	Dublin	Dublin/Pleasanton BART Station Active Access Improvements	4-East	2014 MBB	TEP-42	Bike/Ped	CON	7,910		7,910					7,910
00430	Dublin	Dublin/Pleasanton BART Station Active Access Improvements	4-East	TFCA	Prog Mgr	Bike/Ped	CON	495		495					495
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	166	166						166
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,128	1,128						1,128
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	CON	4,751	4,751						4,751
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	TFCA	Prog Mgr	Bike/Ped	CON	856	856						856
00052	Dublin	Iron Horse Transit Route - Dougherty Road	4-East	2000 MB	09	Multiple	CON	6,267	6,267						6,267
00348	Dublin	Regional Street Improvement Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00361	Dublin	Safe Routes to School - Crosswalk Improvements Project	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	94	94						94
00402	Dublin	Safe Routes to School Improvements Dublin	4-East	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	110	110						110
00402	Dublin	Safe Routes to School Improvements Dublin	4-East	2010 VRF	Disc-BP	Bike/Ped	CON	390	390						390
00166	Dublin	San Ramon Road Arterial Mgmt	4-East	TFCA	Prog Mgr	LSR	Various	146	146						146
00428	Dublin	Tassajara Rd Improvements from N. Dublin Ranch Drive to Quarry Lane School	4-East	2014 MBB	TEP-44	Bike/Ped	CON	872		872					872
00428	Dublin	Tassajara Rd Improvements from N. Dublin Ranch Drive to Quarry Lane School	4-East	TFCA	Prog Mgr	Bike/Ped	CON	128		128					128
00315	Dublin	Tassajara Road Arterial Management Project	4-East	TFCA	Prog Mgr	Transit	CON	146	146						146
00414	EBCE	Ride Electric Program	Multiple	2014 MBB	TEP-46	Bike/Ped	O&M	4,000		2,000	2,000				4,000

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Alameda CTC Comprehensive Investment Plan
Current Programming
Current Approved Programming and Allocations (2024 CIP Update - 05/25/23)

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Programmed (Thru FY24-25)
00435	EBRPD	Oakland Bay Trail Extension	1-North	2014 MBB	TEP-42	Bike/Ped	CON	925			925				925
00435	EBRPD	Oakland Bay Trail Extension	1-North	TFCA	Prog Mgr	Bike/Ped	CON	175			175				175
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	1-North	2014 MBB	TEP-42	Bike/Ped	CON	642	642						642
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	1-North	2014 MBB	TEP-42	Bike/Ped	CON	2,833	2,833						2,833
00292	Eden I&R	Mobility Management Through 211 Alameda County	2-Central	2000 MB	Disc-PT	Paratransit	O&M	747	582	165					747
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	296	296						296
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	1-North	2014 MBB	TEP-12	Paratransit	O&M	952	776	176					952
00417	Emeryville	40th Multimodal Improvements project	1-North	2010 VRF	Disc-Transit	Transit	CON	8,204		8,204					8,204
00417	Emeryville	40th Multimodal Improvements project	1-North	TFCA	Prog Mgr	Transit	CON	172		172					172
00391	Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	1-North	2000 MB	Disc-TCD	Transit	Final Design (PS&E)	2,000	2,000						2,000
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	1-North	2000 MB	Disc-PT	Paratransit	O&M	174	174						174
00271	Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	1-North	2014 MBB	TEP-12	Paratransit	O&M	52	52						52
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00431	Emeryville	Doyle Bicycle Improvements - Phase 3	1-North	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	37		37					37
00431	Emeryville	Doyle Bicycle Improvements - Phase 3	1-North	2014 MBB	TEP-44	Bike/Ped	CON	317			317				317
00230	Emeryville	Emery Go Round General Benefit Operations	1-North	2014 MBB	TEP-45	Transit	O&M	2,500	2,500						2,500
00394	Emeryville	Emery Go-Round Operating Expenses (FY2022-FY2026)	1-North	2010 VRF	Disc-Transit	Transit	O&M	2,000	500	500	500	500			1,500
00423	Emeryville	Emery Go-Round Operating Expenses (FY26-FY27 and FY27-28)	1-North	2010 VRF	Disc-Transit	Transit	O&M	1,000					500	500	
00301	Emeryville	Emeryville Senior Center Group Trips Bus Purchase	1-North	2000 MB	Disc-PT	Paratransit	O&M	132	132						132
00411	Emeryville	Emeryville Transportation Investments	1-North	2014 MBB	TEP-45	Transit	Planning / Scoping	225	225						225
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	1-North	OBAG	LSR	LSR	CON								
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	1-North	2000 MB	Disc-TCD	Transit	CON	930	930						930
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets	1-North	CMA-TIP	Other	Freight	CON	1,380	1,380						1,380

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Alameda CTC Comprehensive Investment Plan
Current Programming
Current Approved Programming and Allocations (2024 CIP Update - 05/25/23)

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Programmed (Thru FY24-25)
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets (TCEP Match)	1-North	2014 MBB	TEP-41	Freight	CON	1,800	1,800						1,800
00349	Emeryville	Shared Doyle Street Quick-Build Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00141	Emeryville	South Bayfront Bridge	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,895	1,895						1,895
00141	Emeryville	South Bayfront Bridge	1-North	TFCA	Prog Mgr	Bike/Ped	CON	105	105						105
00350	Fremont	Centerville Complete Streets Pilot Road Diet	3-South	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00233	Fremont	City of Fremont Pavement Rehabilitation Project	3-South	OBAG	LSR	LSR	CON	2,760	2,760						2,760
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	PE/Env	386	386						386
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	799	799						799
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	CON	6,510	6,510						6,510
00436	Fremont	East Bay Greenway Trail (Irvington to Fremont BART)	3-South	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,033		1,033					1,033
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	PE/Env	1,901	1,901						1,901
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,553	3,553						3,553
00322	Fremont	Former State Route 84 Pavement Rehabilitation	3-South	2014 MBB	TEP-21	LSR	CON	2,000	2,000						2,000
00362	Fremont	Fremont Boulevard/Country Drive Protected Intersection Project	3-South	2000 MB	Disc-BP	Bike/Ped	CON	267	267						267
00374	Fremont	Fremont Boulevard/Grimmer Boulevard Improvement Project	3-South	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,415	1,415						1,415
00441	Fremont	Fremont Boulevard/Walnut Avenue Bikeway Project	3-South	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	1,100		1,100					1,100
00373	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	3-South	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,271	1,271						1,271
00091	Fremont	Fremont City Center Multi-Modal Improvements	3-South	OBAG	STP	Multiple	CON	1,288	1,288						1,288
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	3-South	TFCA	Prog Mgr	LSR	CON	646	646						646
00305	Fremont	I-680 Interchange Modernization & Area Imprvts. (Mission Blvd, Washington, Auto Mall Pkwy, Auto Mall Pkwy / WarmSprings Intersection)	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	3,000	3,000						3,000
00309	Fremont	I-880 Bridge at Pacific Commons Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,100	2,100						2,100
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	1,000	1,000						1,000
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	PE/Env	2,000	2,000						2,000

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Alameda CTC Comprehensive Investment Plan
Current Programming
Current Approved Programming and Allocations (2024 CIP Update - 05/25/23)

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Programmed (Thru FY24-25)
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	Final Design (PS&E)								
00308	Fremont	Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone	3-South	2014 MBB	TEP-21	Freight	CON	977	977						977
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	693	579	114					693
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	PE/Env	443	443						443
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,328	1,328						1,328
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	CON	7,525	7,525						7,525
00153	Fremont	Scoping: Fremont BART Station West Side Enhancement	3-South	2014 MBB	TEP-45	Transit	Planning / Scoping	42	42						42
00154	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	3-South	2014 MBB	TEP-45	Bike/Ped	Planning / Scoping	42	42						42
00143	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	41	41						41
00152	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	3-South	2014 MBB	TEP-42	Multiple	Planning / Scoping	42	42						42
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	3-South	TFCA	Prog Mgr	LSR	CON	425	425						425
00025	Fremont	Tri-City Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	431	431						431
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	280	280						280
00027	Fremont	Tri-City Taxi Voucher Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	450	450						450
00026	Fremont	Tri-City Volunteer Driver Programs	3-South	2000 MB	Disc-PT	Paratransit	O&M	549	549						549
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	3-South	2014 MBB	TEP-45	Bike/Ped	CON	5,000	5,000						5,000
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-45	Transit	CON	25,000	25,000						25,000
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-21	Transit	CON	5,000	5,000						5,000
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	750	750						750
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	Final Design (PS&E)	250	250						250
00307	Fremont/ Union City	Decoto Boulevard Complete Streets w/Transit Priority Project	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	3,500	3,500						3,500
00312	Fremont/ Union City	Dumbarton to Quarry Lakes Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,000	2,000						2,000
00363	Hayward	Cesar Chavez Middle School – Safe Routes to School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	162	162						162

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Alameda CTC Comprehensive Investment Plan
Current Programming
Current Approved Programming and Allocations (2024 CIP Update - 05/25/23)

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Programmed (Thru FY24-25)
00092	Hayward	Hayward - Industrial Boulevard Preservation	2-Central	OBAG	STP	LSR	CON	1,265	1,265						1,265
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Planning / Scoping	939	1,047	(108)					939
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Final Design (PS&E)	1,608		1,608					1,608
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	PE/Env	4,261	4,261						4,261
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	STIP	RIP	HWY	CON	50	50						50
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	175	175						175
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	1,500	1,500						1,500
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	2014 MBB	TEP-26	LSR	CON	23,162	23,162						23,162
00351	Hayward	Patrick Avenue Traffic Calming Improvement Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2-Central	2014 MBB	TEP-26	HWY	Planning / Scoping	440	440						440
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	OBAG	LSR	LSR	Final Design (PS&E)	88	88						88
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	OBAG	LSR	LSR	CON								
00283	LARPD/TVC	Valley Trails Connection Project	4-East	CMA-TIP	Other	Bike/Ped	CON	110	110						110
00389	LAVTA	Atlantis O&M Facility Bridging Documents	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	541	541						541
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	4-East	TFCA	Prog Mgr	Transit	O&M	275	275						275
00321	LAVTA	LAVTA Rte 30 BRT Operations, FYs 19/20 and 20/21	4-East	TFCA	Prog Mgr	Transit	O&M	477	477						477
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Transit	O&M	318	318						318
00420	LAVTA	LAVTA Zero Emissions Infrastructure Transition Project (Atlantis Maintenance Facility)	4-East	2000 MB	Disc-Transit	Transit	CON	3,000		3,000					3,000
00298	LAVTA	Para-Taxi Debit Card	4-East	2000 MB	Disc-PT	Paratransit	O&M	87	71	16					87
00299	LAVTA	Para-Taxi Operations	4-East	2000 MB	Disc-PT	Paratransit	O&M	107	107						107
00378	LAVTA	Passenger Facilities Enhancements	4-East	STP/CMAQ	STP/CMAQ	Transit	CON	2,000	2,000						2,000
00160	LAVTA	Pilot Transit Program for Last Mile Connections	4-East	2000 MB	Disc-Transit	Transit	O&M	51	51						51
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	152	152						152

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Alameda CTC Comprehensive Investment Plan
Current Programming
Current Approved Programming and Allocations (2024 CIP Update - 05/25/23)

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Programmed (Thru FY24-25)
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	CON	1,262	1,262						1,262
00340	LAVTA	Rapid Bus Stop Improvement Project	4-East	RM2	Other	Transit	Various	2,300	2,300						2,300
00334	LAVTA	Route 30R Weekday Operations	4-East	TFCA	Prog Mgr	Bike/Ped	CON	490	490						490
00245	LAVTA	Wheels Forward/2020 Plan	4-East	2000 MB	Disc-Transit	Transit	Planning / Scoping	220	220						220
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	STA	Transit	O&M	388	388						388
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	JARC	Transit	O&M	129	129						129
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	O&M	22	22						22
00296	LIFE ElderCare	Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults	3-South	2000 MB	Disc-PT	Paratransit	O&M	925	773	152					925
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	O&M	275	275						275
00352	Livermore	Downtown Livermore Bicycle Parking Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	20	20						20
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	30	30						30
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	137	137						137
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	193	193						193
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	CON	1,406	1,406						1,406
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	17	17						17
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	84	84						84
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	4-East	OBAG	LSR	LSR	CON	1,382	1,382						1,382
00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	81	81						81
00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	242	242						242
00247	Livermore	Vasco Road/I-580 Interchange Improvements	4-East	2014 MBB	TEP-34	HWY	PE/Env	1,380	1,380						1,380
00102	MTC	Regional Planning Activities and PPM - Alameda	Multiple	OBAG	STP	Multiple	PE/Env	1,034	1,034						1,034
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	Planning / Scoping	100		100					100

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Alameda CTC Comprehensive Investment Plan
Current Programming
Current Approved Programming and Allocations (2024 CIP Update - 05/25/23)

CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
								Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Programmed (Thru FY24-25)
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	Final Design (PS&E)	100		100					100
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	CON	400	400						400
00328	MTC / Alameda CTC	Bay Bridge Bicycle/Pedestrain LINK	1-North	2000 MB	Disc-BP	Transit	Final Design (PS&E)	3,000	3,000						3,000
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75	75						75
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	PE/Env	325	325						325
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	350	350						350
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	CON								
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	300	300						300
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	500	500						500
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	800	800						800
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	CON	1,500	1,500						1,500
00327	MTC / Alameda CTC	I-80 Powell Interchange	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	250	250						250
00327	MTC / Alameda CTC	I-80 Powell Interchange	1-North	2010 VRF	Disc-Transit	Transit	CON	2,500	2,500						2,500
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	Final Design (PS&E)	3,253	3,253						3,253
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	CON	11,134	11,134						11,134
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	ROW	1,667	1,667						1,667
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	2000 MB	Disc-BP	Bike/Ped	CON	323	323						323
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	TFCA	Prog Mgr	Bike/Ped	CON	130	130						130
00099	Newark	Enterprise Drive Complete Streets and Road Diet	3-South	OBAG	STP	Bike/Ped	CON	454	454						454
00353	Newark	Jarvis Avenue Class II Buffered Bike Lanes	3-South	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00366	Newark	Newark Safe Routes to School Improvements	3-South	2000 MB	Disc-BP	Bike/Ped	CON	43	43						43

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Alameda CTC Comprehensive Investment Plan
Current Programming
Current Approved Programming and Allocations (2024 CIP Update - 05/25/23)

CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
								Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2026-27	FY2026-27	FY2027-28	Total Programmed (Thru FY24-25)
00426	Newark	Old Town PDA Road Diet and Complete Street Improvement Project	3-South	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	5,141		5,141					5,141
00426	Newark	Old Town PDA Road Diet and Complete Street Improvement Project	3-South	TFCA	Prog Mgr	Bike/Ped	CON	69		69					69
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	3-South	OBAG	LSR	LSR	CON	592	592						592
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,300	1,300						1,300
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	CON	5,300	5,300						5,300
00375	Oakland	14th Street Complete Streets Project	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,000	1,000						1,000
00432	Oakland	27th Street and Bay Place Project	1-North	2014 MBB	TEP-44	Bike/Ped	CON	5,101		5,101					5,101
00432	Oakland	27th Street and Bay Place Project	1-North	2014 MBB	TEP-45	Bike/Ped	CON	3,200		3,200					3,200
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	PE/Env	225	225						225
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	Final Design (PS&E)	1,725	1,725						1,725
00433	Oakland	66th Avenue BART to Bay Trail	1-North	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	2,140		2,140					2,140
00103	Oakland	7th Street West Oakland Transit Village, Phase II	1-North	OBAG	CMAQ	Bike/Ped	CON	3,288	3,288						3,288
00167	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	1-North	TFCA	Prog Mgr	Transit	O&M	210	210						210
00180	Oakland	Broadway Shuttle Operations	1-North	2014 MBB	TEP-45	Transit	O&M	1,650	1,650						1,650
00180	Oakland	Broadway Shuttle Operations	1-North	TFCA	Prog Mgr	Transit	O&M	790	790						790
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	1-North	TFCA	Prog Mgr	Transit	O&M	367	367						367
00425	Oakland	Broadway Streetscape and Transit Improvements	1-North	2014 MBB	TEP-24	Transit	Final Design (PS&E)	3,888		3,888					3,888
00323	Oakland	Broadway Transit Lanes	1-North	2014 MBB	TEP-24	Transit	CON	1,462	4,000	(2,538)					1,462
00168	Oakland	CityRacks, Phase 12	1-North	TFCA	Prog Mgr	Bike/Ped	Various	117	117						117
00354	Oakland	Citywide Bicycle/Pedestrian Rapid Response Enhancements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	PE/Env								
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	250	250						250
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,110	1,110						1,110

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Alameda CTC Comprehensive Investment Plan
Current Programming
Current Approved Programming and Allocations (2024 CIP Update - 05/25/23)

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Programmed (Thru FY24-25)
00251	Oakland	E 12th Street Bikeway	1-North	TFCA	Prog Mgr	Bike/Ped	CON								
00331	Oakland	E. 12th St Bike Lanes	1-North	TFCA	Prog Mgr	Bike/Ped	CON	215	215						215
00376	Oakland	East Bay Greenway Segment II	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,000	1,000						1,000
00252	Oakland	East Oakland Community Streets Plan	1-North	2014 MBB	TEP-45	LSR	Planning / Scoping	100	100						100
00253	Oakland	Fruitvale Ave Gap Closure	1-North	2014 MBB	TEP-44	Bike/Ped	CON	1,634	1,634						1,634
00137	Oakland	I-880/42nd-High Street Access Improvements	1-North	2014 MBB	TEP-40	HWY	CON	10,000	10,000						10,000
00442	Oakland	LAAMPS Phase Two	1-North	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	1,197		1,197					1,197
00093	Oakland	Lake Merritt BART Bikeways	1-North	OBAG	STP	Bike/Ped	CON	571	571						571
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	STP	Bike/Ped	CON	4,446	4,446						4,446
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	CMAQ	Bike/Ped	CON	2,554	2,554						2,554
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	80	80						80
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	320	320						320
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,392	4,392						4,392
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	2,500	2,500						2,500
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	60	60						60
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	CON	125	125						125
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	CMA-TIP	CMA-TIP	Bike/Ped	CON	200	200						200
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	Final Design (PS&E)	1,500	1,500						1,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	CON	9,500	9,500						9,500
00100	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	1-North	OBAG	CMAQ	Bike/Ped	CON	5,452	5,452						5,452
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	1-North	2014 MBB	TEP-26	Freight	CON	5,000	5,000						5,000
00121	Oakland	Oakland Army Base Roadway Infrastructure Improvements	1-North	2014 MBB	TEP-26	Freight	CON	41,000	41,000						41,000
00064	Oakland	Oakland Broadway Corridor Transit	1-North	2014 MBB	TEP-24	Transit	Planning / Scoping	50	50						50

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Alameda CTC Comprehensive Investment Plan
Current Programming
Current Approved Programming and Allocations (2024 CIP Update - 05/25/23)

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Programmed (Thru FY24-25)
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00094	Oakland	Oakland Complete Streets	1-North	OBAG	STP	LSR	CON	3,384	3,384						3,384
00258	Oakland	Oakland LSR Paving Program	1-North	OBAG	LSR	LSR	PE/Env	734	734						734
00258	Oakland	Oakland LSR Paving Program	1-North	OBAG	LSR	LSR	CON	4,161	4,161						4,161
00259	Oakland	OakMob Transportation Demand Management (TDM)	1-North	2014 MBB	TEP-45	Transit	O&M	215	215						215
00028	Oakland	Taxi-Up & Go Project	1-North	2000 MB	Disc-PT	Paratransit	O&M	350	350						350
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	98	98						98
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	207	207						207
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	ROW	21	21						21
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	CON	1,398	1,398						1,398
00260	Piedmont	Oakland Avenue Improvements	1-North	OBAG	LSR	LSR	CON	168	168						168
00286	Piedmont	Oakland Avenue Pedestrian Bridge Railing Project	1-North	CMA-TIP	Other	LSR	CON	208	208						208
00370	Piedmont	Oakland Avenue Pedestrian Enhancement Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	19	19						19
00101	Piedmont	Piedmont Complete Streets (CS)	1-North	OBAG	STP	Bike/Ped	CON	129	129						129
00285	Piedmont	Piedmont LSR Exchange Projects	1-North	CMA-TIP	Other	LSR	CON	(208)	(208)						(208)
00443	Piedmont	Piedmont Pedestrian Safety Project	1-North	2014 MBB	TEP-44	Bike/Ped	CON	500			500				500
00332	Piedmont/ EBCE	EV Charging in Piedmont	1-North	TFCA	Prog Mgr	Bike/Ped	CON	120	120						120
00316	Pleasanton	Citywide Trip Reduction Program	4-East	TFCA	Prog Mgr	Transit	O&M	80	80						80
00355	Pleasanton	Division Street/St. Mary's Street Cycle Track and Buffered Bike Lanes Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	62	62						62
00029	Pleasanton	Downtown Route Shuttle (DTR)	4-East	2000 MB	Disc-PT	Paratransit	O&M	148	148						148
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	4-East	OBAG	LSR	LSR	CON	1,095	1,095						1,095
00104	Pleasanton	Pleasanton Complete Streets	4-East	OBAG	STP	Bike/Ped	CON	832	832						832

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Alameda CTC Comprehensive Investment Plan
Current Programming
Current Approved Programming and Allocations (2024 CIP Update - 05/25/23)

CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
								Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Programmed (Thru FY24-25)
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Bike/Ped	O&M	65	65						65
00444	Pleasanton	Pleasanton Trip Reduction Program (FY 22/23 - 23/24)	4-East	TFCA	Prog Mgr	Bike/Ped	O&M	58		58					58
00169	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	4-East	TFCA	Prog Mgr	Transit	O&M	53	53						53
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	4-East	2014 MBB	TEP-26	HWY	CON	5,200	5,200						5,200
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	2000 MB	Disc-BP	Bike/Ped	CON	717	717						717
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	150	150						150
00399	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction	4-East	2014 MBB	TEP-44	Bike/Ped	CON	2,300		2,300					2,300
00399	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction	4-East	2014 MBB	TEP-45	Bike/Ped	CON	5,000		5,000					5,000
00399	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction	4-East	Fed	Earmark	Bike/Ped	CON	1,700		1,700					1,700
00151	Port of Oakland	Scoping: 7th Street Grade Separation East	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00144	Port of Oakland	Scoping: Airport Drive Overlay	1-North	2014 MBB	TEP-26	Multiple	Planning / Scoping	42	42						42
00150	Port of Oakland	Scoping: Airport Perimeter Dike	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	30	30						30
00147	Port of Oakland	Scoping: Middle Harbor Road Improvements	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00149	Port of Oakland	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50						50
00146	Port of Oakland	Scoping: Port Area ITS Deployment	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00148	Port of Oakland	Scoping: Port Terminal Lighting Upgrade	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00145	Port of Oakland	Scoping: Port Terminal Seismic Monitoring Program	1-North	2014 MBB	TEP-26	Freight	Planning / Scoping	7	7						7
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	2000 MB	Disc-TCD	Bike/Ped	CON	1,387	1,387						1,387
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	92	92						92
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	2014 MBB	TEP-26	LSR	CON	1,821				1,821			
00438	San Leandro	Fairway Drive Traffic Calming	2-Central	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	58		58					58
00439	San Leandro	Hesperian Boulevard Bike Lane Gap Closure	2-Central	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	225		225					225
00356	San Leandro	Lewelling Blvd Pedestrian Safety Rapid Flashing Beacons Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75

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Alameda CTC Comprehensive Investment Plan
Current Programming
Current Approved Programming and Allocations (2024 CIP Update - 05/25/23)

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Programmed (Thru FY24-25)
00434	San Leandro	Lewelling Boulevard Streetscape	2-Central	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	234		234					234
00434	San Leandro	Lewelling Boulevard Streetscape	2-Central	2014 MBB	TEP-44	Bike/Ped	CON	1,973			1,973				1,973
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	130	130						130
00190	San Leandro	LINKS Shuttle Operations	2-Central	2014 MBB	TEP-45	Transit	O&M	1,020	1,020						1,020
00190	San Leandro	LINKS Shuttle Operations	2-Central	2010 VRF	Disc-Transit	Transit	O&M	1,007	149	154	183	190	164	167	486
00190	San Leandro	LINKS Shuttle Operations (FY 24/25 & FY 25/26)	2-Central	TFCA	Prog Mgr	Transit	O&M	67			34	33			34
00190	San Leandro	LINKS Shuttle Operations (FY20/21 & 21/22)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128
00190	San Leandro	LINKS Shuttle Operations (FY22/23 & FY 23/24)	2-Central	TFCA	Prog Mgr	Transit	O&M	114	57	57					114
00405	San Leandro	MacArthur Boulevard Park & Ride	2-Central	2010 VRF	Disc-Transit	Transit	CON	543		543					543
00405	San Leandro	MacArthur Boulevard Park & Ride	2-Central	TFCA	Prog Mgr	Transit	CON	80		80					80
00096	San Leandro	San Leandro Boulevard Preservation	2-Central	OBAG	STP	LSR	CON	804	804						804
00170	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	2-Central	TFCA	Prog Mgr	Transit	O&M	50	50						50
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	2014 MBB	TEP-26	LSR	CON	30,000	30,000						30,000
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	OBAG	LSR	LSR	PE/Env	73	73						73
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	OBAG	LSR	LSR	CON	975	975						975
00030	SHS	Rides for Seniors	2-Central	2000 MB	Disc-PT	Paratransit	O&M	235	235						235
00051	SJRRC	ACE Capital	3-South	2000 MB	01	Transit	Various	13,184	13,184						13,184
00382	SJRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	235	235						235
00382	SJRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	CON	1,765	1,765						1,765
00031	SSPTV	Volunteer Assisted Senior Transportation Program	4-East	2000 MB	Disc-PT	Paratransit	O&M	325	325						325
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	O&M	210	210						210
00297	SSPTV	Volunteers Assisting Seniors with Transportation (VAST)	4-East	2000 MB	Disc-PT	Paratransit	O&M	701	583	118					701
00267	Union City	Bicycle and Pedestrian Master Plan Update	3-South	2000 MB	Disc-BP	Bike/Ped	Planning / Scoping	150	150						150

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Alameda CTC Comprehensive Investment Plan
Current Programming
Current Approved Programming and Allocations (2024 CIP Update - 05/25/23)

CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programming and Allocations ($ x 1,000) Programmed Amount	Prior Allocations Prior Thru FY2022-23	Prior Programming FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Programmed (Thru FY24-25)
00266	Union City	Dyer Road Pavement Rehabilitation	3-South	OBAG	LSR	LSR	CON	872	872						872
00333	Union City	East-West Connector / Quarry Lakes Parkway	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	6,700	6,700						6,700
00010	Union City	Operations Support for Route 2	3-South	Lifeline	STA	Transit	O&M	220	220						220
00371	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	10	10						10
00372	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	CON	71	71						71
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	PE/Env	5	5						5
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	780	780						780
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	CON	5,779	5,779						5,779
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	CMA-TIP	Other	Bike/Ped	CON	1,100	1,100						1,100
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	TFCA	Prog Mgr	Bike/Ped	CON	136	136						136
00191	Union City	Union City Boulevard Bike Lanes Phase 3	3-South	2014 MBB	TEP-42	Bike/Ped	CON	1,751		1,751					1,751
00191	Union City	Union City Boulevard Bike Lanes Phase 3	3-South	TFCA	Prog Mgr	Bike/Ped	CON	49		49					49
00390	Union City	Union City Electric Bus Infrastructure	3-South	TFCA	Prog Mgr	Transit	CON	1,500	1,500						1,500
00317	Union City	Union City IDEA Grant Traffic Signal Control Improvement	3-South	TFCA	Prog Mgr	Transit	CON	221	221						221
00062	Union City	Union City Intermodal Station	3-South	2014 MBB	TEP-22	Transit	Planning / Scoping	51	51						51
00294	USOAC	Senior Public Transportation Training and Education Program	1-North	2000 MB	Disc-PT	Paratransit	O&M	419	307	112					419
00282	Various	Lifeline Cycle 5 Program	Multiple	Lifeline	Other	Transit	Various	4,789	4,789						4,789
00281	Various	State Transportation Improvement Program	Multiple	STIP	RIP	HWY	Various	48,813	48,813						48,813
							Totals	**1,609,963**	**1,403,577**	**162,713**	**27,394**	**6,744**	**664**	**8,677**	**1,593,684**

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ALAMEDA
County Transportation Commission

2024 Comprehensive Investment Plan Update

Appendix B

Technical Detail: Changes to Current Programming and Allocations



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Alameda CTC Comprehensive Investment Plan
Changes to Current Programming
Programming And Allocation Adjustments to previously approved 2024 CIP

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)	Change Notes
00460	AC Transit	Purchase of 10 Zero-emission Buses	Multiple	STIP	RIP	Transit	CON	13,125			13,125				13,125	Previously approved programming/allocation on 10/26/23.
00452	AC Transit	The East Bay Paratransit Travel Training Program	Multiple	2000 MB	MB-T2	Paratransit	O&M	673			673				673	New Programming and allocation.
00452	AC Transit	The East Bay Paratransit Travel Training Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	59			59				59	New Programming and allocation.
00345	Alameda	Alameda Commercial and Slow Streets Program	1-North	2000 MB	Disc-BP	Bike/Ped	CON	(45)	(45)						(45)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2-Central	2000 MB	Disc-TCD	Transit	Planning / Scoping	(1)	(1)						(1)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	2014 MBB	TEP-26	LSR	CON	(406)	(406)						(406)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00344	Alameda County	Unincorporated Alameda County Bicycle Route Signage	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	(29)	(29)						(29)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00465	Alameda County / Alameda CTC	East Bay Greenway Multimodal (Phase 1): Bayfair to 162nd Ave (County Segment)	2-Central	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,500			1,500				1,500	New Programming and allocation.
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	(2,700)	(2,700)						(2,700)	Technical Adjustment: Phase Allocation Shift, previously approved 5/25/23.
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	CON	2,700	2,700						2,700	Technical Adjustment: Phase Allocation Shift, previously approved 5/25/23.
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	CCR	Freight	CON	479	479						479	Previously approved programming/allocation on 5/31/23 and 6/30/23.
00343	Alameda CTC	Alameda CTC STIP Administration (Planning, Programming and Monitoring)	Multiple	STIP	RIP	Multiple	Various	1,875		1,875					1,875	Previously approved programming/allocation on 10/26/23.
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	1,215		1,215					1,215	Previously approved programming/allocation on 12/4/23.
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	PE/Env	(4,264)	(8,029)	3,765					(4,264)	Previously approved programming/allocation on 12/4/23. Technical Adjustment: Phase Allocation Shift.
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	8,893	8,029		864				8,893	Technical Adjustment: Phase Allocation Shift. New Programming and allocation.
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	CON	(75)		(75)					(75)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	Planning / Scoping	(1,229)	(1,229)						(1,229)	Technical Adjustment: Phase Allocation Shift.
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	ROW	1,229	1,229						1,229	Technical Adjustment: Phase Allocation Shift.
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Planning / Scoping	(19,275)	(19,275)						(19,275)	Technical Adjustment: Phase Allocation Shift.
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	PE/Env	(2,482)	(2,482)						(2,482)	Technical Adjustment: Phase Allocation Shift.
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Final Design (PS&E)	1,757	1,757						1,757	Technical Adjustment: Phase Allocation Shift.
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	CON	20,000	20,000						20,000	Technical Adjustment: Phase Allocation Shift.
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Final Design (PS&E)	1,069			1,069				1,069	New programming and allocation.
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	ROW	(1,099)	(1,099)						(1,099)	Technical Adjustment: Phase Allocation Shift.
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	CON	1,099	1,099						1,099	Technical Adjustment: Phase Allocation Shift.
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	CCR	HWY	CON	2,836	836	2,000					2,836	Previously approved programming/allocation on 6/30/2023 and 4/23/2024.
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	TFCA	Prog Mgr	HWY	CON	364		364					364	Previously approved programming/allocation on 11/27/23.
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	CON	48,679			48,679				48,679	New programming and allocation.

Alameda CTC Comprehensive Investment Plan
Changes to Current Programming
Programming And Allocation Adjustments to previously approved 2024 CIP

								Programming and Allocations ($ x 1,000)								
									Prior Allocations	Two-Year Allocation Plan		Future Programming				
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)	Change Notes
00287	Alameda CTC	Oakland Alameda Access Project	1-North	CMA-TIP	Other	HWY	CON	2,500			2,500				2,500	New programming and allocation.
00287	Alameda CTC	Oakland Alameda Access Project	1-North	STIP	RIP	HWY	CON	23,474			23,474				23,474	Previously approved programming/allocation on 10/26/23.
00451	Alameda CTC	Paratransit Needs Assessment	Multiple	2000 MB	Disc-PT	Paratransit	O&M	300			300				300	New programming and allocation.
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	Final Design (PS&E)	1,220			1,220				1,220	New programming and allocation.
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	PE/Env	(540)	(250)	(290)					(540)	Technical Adjustment: Phase Allocation Shift.
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	300		300					300	Previously approved programming/allocation on 7/27/23.
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	540	250	290					540	Technical Adjustment: Phase Allocation Shift.
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	CON	(75)		(75)					(75)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2000 MB	MB-T2	LSR	Final Design (PS&E)	750			750				750	New programming and allocation.
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2000 MB	MB-T2	LSR	CON	2,586			2,586				2,586	New programming and allocation.
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	CON	(75)		(75)					(75)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	Final Design (PS&E)	1,400	1,400						1,400	Technical Adjustment: Phase/subproject Allocation Shift.
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	ROW	650	650						650	Technical Adjustment: Phase Allocation Shift.
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	CON	(2,050)	(2,050)						(2,050)	Technical Adjustment: Phase/subproject Allocation Shift.
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	O&M	490		245	245				490	Previously approved programming/allocation on 11/23/23.
00454	ASEB	ASEB Revitalization of Transportation Program after Pandemic	1-North	2000 MB	Disc-PT	Paratransit	O&M	542			542				542	New Programming and allocation.
00300	ASEB	Regrowth of Transportation Services for Individuals with Dementia	1-North	2000 MB	Disc-PT	Paratransit	O&M	(587)	(587)						(587)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00450	BART	Core Capacity Rail Car	Multiple	2014 MBB	TEP-18	Transit	CON	35,350		35,350					35,350	Previously approved programming/allocation on 10/26/23.
00449	BART	Next Generation Fare Gates	Multiple	2014 MBB	TEP-19	Transit	CON	19,570		19,570					19,570	Previously approved programming/allocation on 10/26/23.
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	(4)	(4)						(4)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	(20)	(20)						(20)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00347	Berkeley	Berkeley Healthy Streets Program Expansion	1-North	2000 MB	Disc-BP	Bike/Ped	CON	(3)	(3)						(3)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00330	Berkeley	Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON	(117)	(117)						(117)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	(18)	(18)						(18)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2000 MB	MB-T2	Paratransit	O&M	1,180			1,180				1,180	New Programming and allocation.
00293	CIL	Community Connections Program (CoCo)	1-North	2000 MB	MB-T2	Paratransit	O&M	1,250			1,250				1,250	New Programming and allocation.
00455	CityServe	Ride Care	Multiple	2000 MB	Disc-PT	Paratransit	O&M	1,000			1,000				1,000	New Programming and allocation.
00457	CRIL	Door Through Door and Travel Training	2-Central	2000 MB	Disc-PT	Paratransit	O&M	1,067			1,067				1,067	New Programming and allocation.

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Alameda CTC Comprehensive Investment Plan
Changes to Current Programming
Programming And Allocation Adjustments to previously approved 2024 CIP

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)	Change Notes
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	O&M	(26)	(26)						(26)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00461	Dublin	Village Parkway Complete Streets Improvements	1-North	STIP	RIP	Bike/Ped	CON	9,150			9,150				9,150	Previously approved programming/allocation on 10/26/23.
00292	Eden I&R	Mobility Management Through 211 Alameda County	2-Central	2000 MB	MB-T2	Paratransit	O&M	956			956				956	New Programming and allocation.
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	1-North	2000 MB	MB-T2	Paratransit	O&M	1,212			1,212				1,212	New Programming and allocation.
00391	Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	1-North	2000 MB	Disc-TCD	Transit	Final Design (PS&E)	(1,400)	(1,400)						(1,400)	Technical Adjustment: Fund Source Shift.
00391	Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	1,400	1,400						1,400	Technical Adjustment: Fund Source Shift.
00458	Emeryville	Micro Transit Expanded Transportation Program	1-North	2000 MB	Disc-PT	Paratransit	O&M	146			146				146	New Programming and allocation.
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	Final Design (PS&E)	2,300			2,300				2,300	New Programming and allocation.
00308	Fremont	Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone	3-South	2014 MBB	TEP-21	Freight	CON	(38)	(38)						(38)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	3-South	2000 MB	MB-T2	Paratransit	O&M	875			875				875	New Programming and allocation.
00453	Fremont	Ride-On Tri-City! On-Demand WAV Pilot Project	3-South	2000 MB	Disc-PT	Paratransit	O&M	525			525				525	New Programming and allocation.
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	PE/Env	(106)	(106)						(106)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	Final Design (PS&E)	(819)	(819)						(819)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00351	Hayward	Patrick Avenue Traffic Calming Improvement Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	(75)	(75)						(75)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00448	Hayward	Winton Ave/D St & Tennyson Corridors Signal Timing	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	515		515					515	Previously approved programming/allocation on 11/23/23.
00283	LARPD/TVC	Valley Trails Connection Project	4-East	CMA-TIP	Other	Bike/Ped	CON	(14)	(14)						(14)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00463	LAVTA	Atlantis Facility Construction	4-East	STIP	RIP	Transit	CON	5,180			5,180				5,180	Previously approved programming/allocation on 10/26/23.
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	CON	(5)	(5)						(5)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00451	LAVTA	Wheels Access – Expanding Mobility Options in the Tri-Valley	4-East	2000 MB	MB-T2	Paratransit	O&M	599			599				599	New Programming and allocation.
00352	Livermore	Downtown Livermore Bicycle Parking Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	(36)	(36)						(36)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00464	MTC/BATA	Improved Bike/Ped Connectivity to East Span SFOBB	1-North	STIP	RIP	Bike/Ped	CON	5,063			5,063				5,063	Previously approved programming/allocation on 10/26/23.
00353	Newark	Jarvis Avenue Class II Buffered Bike Lanes	3-South	2000 MB	Disc-BP	Bike/Ped	CON	(45)	(45)						(45)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00180	Oakland	Broadway Shuttle Operations	1-North	2014 MBB	TEP-45	Transit	O&M	(512)	(512)						(512)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00180	Oakland	Broadway Shuttle Operations	1-North	TFCA	Prog Mgr	Transit	O&M	(187)	(187)						(187)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	1-North	TFCA	Prog Mgr	Transit	O&M	(13)	(13)						(13)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00354	Oakland	Citywide Bicycle/Pedestrian Rapid Response Enhancements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	(9)	(9)						(9)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00259	Oakland	OakMob Transportation Demand Management (TDM)	1-North	2014 MBB	TEP-45	Transit	O&M	(48)	(48)						(48)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00286	Piedmont	Oakland Avenue Pedestrian Bridge Railing Project	1-North	CMA-TIP	Other	LSR	CON	(4)	(4)						(4)	Technical Adjustment: Deallocation of balance; scope complete/unused funds

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Alameda CTC Comprehensive Investment Plan
Changes to Current Programming
Programming And Allocation Adjustments to previously approved 2024 CIP

CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programming and Allocations ($ x 1,000) Programmed Amount	Prior Allocations: Prior Thru FY2022-23	Two-Year Allocation Plan: FY2023-24	Two-Year Allocation Plan: FY2024-25	Future Programming: FY2025-26	Future Programming: FY2026-27	Future Programming: FY2027-28	Total Allocated (Thru FY24-25)	Change Notes
00355	Pleasanton	Division Street/St. Mary's Street Cycle Track and Buffered Bike Lanes Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	(45)	(45)						(45)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00462	Pleasanton	Interstate 680/Sunol Boulevard Interchange Modernization	4-East	STIP	RIP	HWY	CON	6,000			6,000				6,000	Previously approved programming/allocation on 10/26/23.
00459	Pleasanton	Pleasanton Rides Additional Driver and Electric Transit Vehicle	4-East	2000 MB	Disc-PT	Paratransit	O&M	158			158				158	New Programming and allocation.
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	2014 MBB	TEP-26	LSR	CON	(1,821)				(1,821)				Technical Adjustment: Deallocation of balance; scope complete/unused funds
00356	San Leandro	Lewelling Blvd Pedestrian Safety Rapid Flashing Beacons Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	(45)	(45)						(45)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00405	San Leandro	MacArthur Boulevard Park & Ride	2-Central	2010 VRF	Transit	Transit	CON	(543)		(543)					(543)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00405	San Leandro	MacArthur Boulevard Park & Ride	2-Central	TFCA	Prog Mgr	Transit	CON	(80)		(80)					(80)	Technical Adjustment: Deallocation of balance; scope complete/unused funds
00456	SOS	SOS Meals on Wheels	Multiple	2000 MB	Disc-PT	Paratransit	O&M	471			471				471	New Programming and allocation.
00294	USOAC	Senior Public Transportation Training and Education Program	1-North	2000 MB	MB-T2	Paratransit	O&M	755			755				755	New Programming and allocation.
							Totals	**196,061**	**(1,942)**	**64,351**	**135,473**	**(1,821)**			**197,882**	

Total 2-year Allocations	**$ 199,824**
Total 5-year Programming	**$ 198,003**

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ALAMEDA
County Transportation Commission

2024 Comprehensive Investment Plan Update

Appendix C

Technical Detail: 2024 CIP Update Five-Year Programming with Two-Year Allocation Plan



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Alameda CTC Comprehensive Investment Plan
2024 CIP Update Five-Year Programming and Two-Year Allocation Plan
2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	TFCA	Prog Mgr	Transit	CON	925	925						925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	2000 MB	07A	Transit	Various	11,510	11,510						11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	2014 MBB	TEP-13	Transit	CON	10,000	10,000						10,000
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	1,741	1,741						1,741
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	2-Central	Lifeline	STA	Transit	CON	450	450						450
00193	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	1-North	2010 VRF	Disc-Transit	Transit	Various	300	300						300
00009	AC Transit	City of Oakland Broadway Shuttle	1-North	Lifeline	JARC	Transit	O&M	405	405						405
00057	AC Transit	College/Broadway Corridor Transit Priority	1-North	2014 MBB	TEP-16	Transit	Planning / Scoping	100	100						100
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75		75					75
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	283		283					283
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	221		221					221
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	CON	1,144			1,144				1,144
00421	AC Transit	Fruitvale Corridor	1-North	STP/CMAQ	STP/CMAQ	Transit	CON	2,000			2,000				2,000
00056	AC Transit	Grand/MacArthur BRT	1-North	2014 MBB	TEP-15	Transit	Planning / Scoping	97	97						97
00446	AC Transit	High-Priority Bus Stop Improvements Project	Multiple	2010 VRF	Disc-Transit	Transit	CON	1,800			1,800				1,800
00171	AC Transit	Line 97 Corridor Improvements (Signal timing component)	2-Central	TFCA	Prog Mgr	Transit	Various	228	228						228
00381	AC Transit	Oakland Traffic Management Center	1-North	2000 MB	Disc-Transit	Transit	CON	375	375						375
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	3,583	3,583						3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	JARC	Transit	O&M	1,417	1,417						1,417
00460	AC Transit	Purchase of 10 Zero-emission Buses	Multiple	STIP	RIP	Transit	CON	13,125			13,125				13,125
00379	AC Transit	Quick Builds	1-North	STP/CMAQ	STP/CMAQ	Transit	CON	954	954						954
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	447	447						447
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	PE/Env	536	536						536

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Alameda CTC Comprehensive Investment Plan
2024 CIP Update Five-Year Programming and Two-Year Allocation Plan
2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2010 VRF	Disc-Transit	Transit	CON	4,018	4,018						4,018
00380	AC Transit	Tempo Quick Build Transit Lane Delineation	1-North	STP/CMAQ	STP/CMAQ	Transit	CON	300	300						300
00452	AC Transit	The East Bay Paratransit Travel Training Program	Multiple	2000 MB	MB-T2	Paratransit	O&M	673			673				673
00452	AC Transit	The East Bay Paratransit Travel Training Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	59			59				59
00087	Alameda	Alameda City Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	505	505						505
00345	Alameda	Alameda Commercial and Slow Streets Program	1-North	2000 MB	Disc-BP	Bike/Ped	CON	30	30						30
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Planning / Scoping	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	PE/Env	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Final Design (PS&E)	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	CON	7,650						7,650	
00424	Alameda	Alameda-Oakland Estuary Water Shuttle Pilot Program	1-North	2010 VRF	Disc-Transit	Transit	O&M	416		416					416
00424	Alameda	Alameda-Oakland Estuary Water Shuttle Pilot Program	1-North	TFCA	Prog Mgr	TFCA	O&M	584		584					584
00196	Alameda	Central Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	3,487	3,487						3,487
00197	Alameda	City Wide Street Resurfacing - Pavement Management	1-North	OBAG	LSR	LSR	CON	827	827						827
00418	Alameda	Citywide High-priority Roundabouts	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	2,325		2,325					2,325
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	124	124						124
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	443	443						443
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,451	4,451						4,451
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	PE/Env	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	434	434						434
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	ROW	1,097	1,097						1,097
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	CON	6,376	6,376						6,376

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Alameda CTC Comprehensive Investment Plan
2024 CIP Update Five-Year Programming and Two-Year Allocation Plan
2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	2000 MB	Disc-BP	Bike/Ped	CON	192	192						192
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00358	Alameda	Implement 8 School Safety Assessments in Alameda	1-North	2000 MB	Disc-BP	Bike/Ped	CON	84	84						84
00437	Alameda	Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Improvement Project	1-North	2014 MBB	TEP-44	Bike/Ped	PE/Env	162		162					162
00437	Alameda	Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Improvement Project	1-North	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	405		405					405
00314	Alameda	Otis Drive Traffic Calming and Safety Improvement Project	1-North	TFCA	Prog Mgr	Transit	CON	175	175						175
00200	Alameda	Seaplane Lagoon Ferry Terminal	1-North	2014 MBB	TEP-45	Transit	CON	8,200	8,200						8,200
00335	Alameda	West End Bike Ped Bridge Project	1-North	2014 MBB	TEP-37	Bike/Ped	Planning / Scoping	1,555	1,555						1,555
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2-Central	2000 MB	Disc-TCD	Transit	Planning / Scoping	87	87						87
00088	Alameda County	Alameda Co-Various Streets and Roads Preservation	4-East	OBAG	STP	LSR	CON	1,565	1,565						1,565
00377	Alameda County	Anita Avenue Streetscape Improvements	2-Central	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	2,000	2,000						2,000
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	2014 MBB	TEP-26	LSR	CON	7,194	7,194						7,194
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	245	245						245
00162	Alameda County	East Castro Valley Boulevard Class II Bike Lanes	4-East	TFCA	Prog Mgr	Bike/Ped	Various	62	62						62
00329	Alameda County	East Lewelling Blvd Class 4 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00396	Alameda County	East Lewelling Blvd Streetscape Improvements Phase II	2-Central	2010 VRF	Disc-BP	Bike/Ped	CON	1,950	1,950						1,950
00319	Alameda County	Hesperian Blvd Class 2 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00127	Alameda County	Hesperian Blvd Corridor Improvement (A St - I880)	2-Central	2014 MBB	TEP-26	LSR	CON	7,000	7,000						7,000
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	9,300	9,300						9,300
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	1,852	1,852						1,852
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	98	98						98
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	4,950			4,950				4,950
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	OBAG	LSR	LSR	CON	2,171	2,171						2,171

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Alameda CTC Comprehensive Investment Plan
2024 CIP Update Five-Year Programming and Two-Year Allocation Plan
2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	OBAG	LSR	LSR	CON	1,779	1,779						1,779
00357	Alameda County	Sidewalk & Intersection Improvements to access Royal Sunset High School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	136	136						136
00344	Alameda County	Unincorporated Alameda County Bicycle Route Signage	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	11	11						11
00429	Alameda County	Upper San Lorenzo Creekway	2-Central	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	9,621		9,621					9,621
00465	Alameda County / Alameda CTC	East Bay Greenway Multimodal (Phase 1): Bayfair to 162nd Ave (County Segment)	2-Central	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,500			1,500				1,500
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	2010 VRF	Disc-Transit	Transit	CON	7,000	7,000						7,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Planning / Scoping	4	4						4
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	12,348	12,348						12,348
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	27,181	27,181						27,181
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	ROW	51,646	51,646						51,646
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	CON	41,441	39,141	2,300					41,441
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-23	Freight	CON	25,500	25,500						25,500
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-41	Freight	CON	2,000	2,000						2,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	CCR	Freight	CON	479	479						479
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	SB-1	LPP	Freight	CON	3,800	3,800						3,800
00053	Alameda CTC	Affordable Student Transit Pass Programs	Multiple	2014 MBB	TEP-08	Transit	O&M	15,000	15,000						15,000
00054	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	Multiple	2014 MBB	TEP-12	Paratransit	Planning / Scoping	1	1						1
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	Multiple	TFCA	Prog Mgr	Transit	O&M	270	270						270
00120	Alameda CTC	Alameda County Rail Strategy Study	Multiple	2014 MBB	TEP-27	Freight	Planning / Scoping	170	170						170
00120	Alameda CTC	Alameda County Rail Strategy Study (Rail Safety Enhancement Program)	Multiple	2014 MBB	TEP-27	Freight	PE/Env	80	80						80
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	1,789	1,789						1,789
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2014 MBB	TEP-44	Bike/Ped	O&M	1,838	442	1,396					1,838
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	CON								

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Alameda CTC Comprehensive Investment Plan
2024 CIP Update Five-Year Programming and Two-Year Allocation Plan
2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	17,875	8,992	8,883					17,875
00407	Alameda CTC	Alameda County Safe Routes to Schools	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning / Scoping	1,500	1,500						1,500
00343	Alameda CTC	Alameda CTC STIP Administration (Planning, Programming and Monitoring)	Multiple	STIP	RIP	Multiple	Various	2,190	315	1,875					2,190
00206	Alameda CTC	Comprehensive Multimodal Monitoring	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	1,250	1,250						1,250
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	8	8						8
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Multiple	TFCA	Prog Mgr	Multiple	O&M	210	210						210
00313	Alameda CTC	Countywide Model Update	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	800	800						800
00445	Alameda CTC	Countywide Planning Activities	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	2,600		2,600					2,600
00408	Alameda CTC	CTA Planning & Programming	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning / Scoping	354	354						354
00406	Alameda CTC	CTA Planning & Programming (for Various Youth and Adult Bicycle Promotion & Education)	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning / Scoping	160	160						160
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	1,215		1,215					1,215
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	PE/Env	8,136	4,371	3,765					8,136
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	13,264	12,400		864				13,264
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	ROW	1,479	1,479						1,479
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	CON								
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	535		535					535
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	1986 MB	MB226	LSR	CON	19,350	19,350						19,350
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	2014 MBB	TEP-27	Freight	O&M	360						360	
00131	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	4-East	2014 MBB	TEP-26	HWY	Planning / Scoping	17	17						17
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	402	402						402
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	16,598	16,598						16,598
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2014 MBB	TEP-35	HWY	CON								

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Alameda CTC Comprehensive Investment Plan
2024 CIP Update Five-Year Programming and Two-Year Allocation Plan
2024 CIP Update Programming and Allocations

Programming and Allocations ($ x 1,000)

									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2000 MB	08B	HWY	Final Design (PS&E)	4,500	4,500						4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2000 MB	08B	HWY	CON	100,000	100,000						100,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	Planning / Scoping	1	1						1
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	Final Design (PS&E)	2,792	2,792						2,792
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	ROW	1,229	1,229						1,229
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	CON	1,767	1,767						1,767
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Planning / Scoping	725	725						725
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	PE/Env	4,021	4,021						4,021
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Final Design (PS&E)	22,757	22,757						22,757
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	ROW	6,708	6,708						6,708
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	CON	20,000	20,000						20,000
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	STIP	RIP	HWY	CON	5,793	5,793						5,793
00117	Alameda CTC	I-680 Sunol SB Express Lane	3-South	2000 MB	08A	HWY	O&M	4,500	4,500						4,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	3-South	2000 MB	08A	HWY	CON	20,000	20,000						20,000
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Planning / Scoping	12	12						12
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	PE/Env	5,838	5,838						5,838
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Final Design (PS&E)	13,219	12,150		1,069				13,219
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	STIP	RIP	HWY	CON	50	50						50
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	PE/Env	4,182	4,182						4,182
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	Final Design (PS&E)	7,200	7,200						7,200
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	Final Design (PS&E)	841	841						841
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	ROW	353	353						353
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	ROW	4,201	4,201						4,201

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Alameda CTC Comprehensive Investment Plan
2024 CIP Update Five-Year Programming and Two-Year Allocation Plan
2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	ROW	15	15						15
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	CON	3,484	3,484						3,484
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	CON	10,231	10,231						10,231
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	CON	265	265						265
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	CCR	HWY	CON	3,581	836	2,745					3,581
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	TFCA	Prog Mgr	HWY	CON	364		364					364
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	Final Design (PS&E)	172	172						172
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	CON	368	368						368
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	3-South	2014 MBB	TEP-39	HWY	Planning / Scoping	825	825						825
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	3-South	2014 MBB	TEP-39	HWY	PE/Env	4,750	4,750						4,750
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	Planning / Scoping	100	100						100
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	PE/Env	275	275						275
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	Final Design (PS&E)	10,425	10,425						10,425
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-39	HWY	Final Design (PS&E)	5,125	5,125						5,125
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	STIP	RIP	HWY	CON	50	50						50
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	ROW	895	895						895
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	CON	7,105	7,105						7,105
00159	Alameda CTC	Matching Program for Last Mile Connection Technology Programs	Multiple	2014 MBB	TEP-46	Transit	Various	200	200						200
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	Multiple	2014 MBB	TEP-41	Freight	Various	300	300						300
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	4,700	4,700						4,700
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	2014 MBB	TEP-46	Multiple	Planning / Scoping	1,000	1,000						1,000
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	PE/Env	5,800	5,800						5,800
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	Final Design (PS&E)	12,000	12,000						12,000

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Alameda CTC Comprehensive Investment Plan
2024 CIP Update Five-Year Programming and Two-Year Allocation Plan
2024 CIP Update Programming and Allocations

Programming and Allocations ($ x 1,000)

									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	ROW	5,966	5,966						5,966
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	CON	48,679			48,679				48,679
00287	Alameda CTC	Oakland Alameda Access Project	1-North	CMA-TIP	Other	HWY	CON	2,500			2,500				2,500
00287	Alameda CTC	Oakland Alameda Access Project	1-North	STIP	RIP	HWY	CON	23,524	50		23,474				23,524
00161	Alameda CTC	Overall Planning/Monitoring Services	Multiple	2014 MBB	TEP-46	Multiple	O&M	100	100						100
00451	Alameda CTC	Paratransit Needs Assessment	Multiple	2000 MB	Disc-PT	Paratransit	O&M	300			300				300
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Planning / Scoping								
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	PE/Env	2,204	2,204						2,204
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	Final Design (PS&E)	3,208		1,988	1,220				3,208
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	ROW	1,675		1,675					1,675
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Final Design (PS&E)	5,696	5,696						5,696
00412	Alameda CTC	Route 84 Expressway - South Segment	4-East	2000 MB	24	HWY	Various	(6,000)	(6,000)						(6,000)
00412	Alameda CTC	Route 84 Expressway - South Segment	4-East	2014 MBB	TEP-32	HWY	ROW	10,000	10,000						10,000
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	5,336	5,336						5,336
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	PE/Env	5,154	3,244	1,910					5,154
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	300		300					300
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	7,960	7,270	690					7,960
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	ROW	2,000		2,000					2,000
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	CON								
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2000 MB	MB-T2	LSR	Final Design (PS&E)	750			750				750
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2000 MB	MB-T2	LSR	CON	2,586			2,586				2,586
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	TFCA	Prog Mgr	LSR	CON								
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	OBAG	STP/CMAQ	LSR	CON	30,000		30,000					30,000

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Alameda CTC Comprehensive Investment Plan
2024 CIP Update Five-Year Programming and Two-Year Allocation Plan
2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	Planning / Scoping	3,500	3,500						3,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	PE/Env	5,500	5,500						5,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	CON								
00072	Alameda CTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	4-East	2014 MBB	TEP-32	HWY	CON								
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2000 MB	24	HWY	Final Design (PS&E)	400	400						400
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2000 MB	24	HWY	CON	5,600	5,600						5,600
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	PE/Env	1,731	1,731						1,731
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	Final Design (PS&E)	10,724	10,724						10,724
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	ROW	30,688	30,688						30,688
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	CON	78,857	78,857						78,857
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	ROW	546	546						546
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	CON	854	854						854
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	SB-1	LPP	HWY	CON	8,600	8,600						8,600
00289	Alameda CTC	Student Transit Pass Program	Multiple	2014 MBB	TEP-07	Transit	O&M	31,500	16,200	7,300	8,000				31,500
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	Multiple	2000 MB	Disc-TCD	Bike/Ped	Planning / Scoping	200	200						200
00280	Alameda CTC	Toll Revenue Forecasting	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	1,290	1,290						1,290
00447	Alameda CTC	Toll System Arbitration Support	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	250	250						250
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	O&M	3,000	2,151	604	245				3,000
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	2014 MBB	TEP-45	Transit	O&M	1,403	1,004	399					1,403
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	2000 MB	Disc-PT	Paratransit	O&M	109	109						109
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	Multiple	TFCA	Prog Mgr	Multiple	O&M	100	100						100
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	2000 MB	Disc-BP	Bike/Ped	CON	741	741						741

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2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	TFCA	Prog Mgr	Bike/Ped	CON	85	85						85
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	1-North	TFCA	Prog Mgr	Bike/Ped	Various	95	95						95
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	1-North	OBAG	LSR	Bike/Ped	CON	340	340						340
00346	Albany	Solano and Marin Ave Sidewalk Improvements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00454	ASEB	ASEB Revitalization of Transportation Program after Pandemic	1-North	2000 MB	Disc-PT	Paratransit	O&M	542			542				542
00300	ASEB	Regrowth of Transportation Services for Individuals with Dementia	1-North	2000 MB	Disc-PT	Paratransit	O&M	210	41	169					210
00021	ASEB	Special Transportation Services for Individuals with Dementia	1-North	2000 MB	Disc-PT	Paratransit	O&M	400	400						400
00339	BAAQMD / CEC	Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (NorCAL Drayage)	1-North	2014 MBB	TEP-46	Freight	CON	3,640	3,640						3,640
00304	BART	19th Street Oakland BART Modernization	1-North	2014 MBB	TEP-19	Transit	CON	17,650	17,650						17,650
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	1-North	Lifeline	STA	Transit	O&M	250	250						250
00215	BART	BART to Livermore	4-East	TCRP	TCRP	Transit	PE/Env	1,700	1,700						1,700
00215	BART	BART to Livermore	4-East	2000 MB	26	Transit	PE/Env	1,400	1,400						1,400
00172	BART	BART West Oakland Bike Locker Plaza	1-North	TFCA	Prog Mgr	Transit	Various	55	55						55
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	500	500						500
00059	BART	Bay Fair Connector/BART Metro	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	85	85						85
00450	BART	Core Capacity Rail Car	Multiple	2014 MBB	TEP-18	Transit	CON	35,350		35,350					35,350
00416	BART	Lake Merritt TOD	1-North	2010 VRF	Disc-Transit	Transit	CON	1,030		1,030					1,030
00416	BART	Lake Merritt TOD	1-North	2014 MBB	TEP-45	Transit	CON	6,800		6,800					6,800
00449	BART	Next Generation Fare Gates	Multiple	2014 MBB	TEP-19	Transit	CON	19,570		19,570					19,570
00341	BART	Vehicle Overhaul and Heavy Repairs Shop (VOHRS)	2-Central	2014 MBB	TEP-18	Transit	Final Design (PS&E)	5,000	5,000						5,000
00318	BART	West Oakland BART Station Bike Locker Expansion	1-North	TFCA	Prog Mgr	Transit	CON	100	100						100
00419	BART	West Oakland BART TOD & Station Modernization	1-North	2014 MBB	TEP-45	Transit	CON	8,400		8,400					8,400
00427	BATA	West Oakland Link	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	4,200				4,200			

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2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00427	BATA	West Oakland Link	1-North	TFCA	Prog Mgr	Bike/Ped	CON	344		344					344
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	25	25						25
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	29	29						29
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	59	59						59
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	613	613						613
00440	Berkeley	Adeline Corridor Project at Ashby BART Station	1-North	2014 MBB	TEP-44	Bike/Ped	PE/Env	600		600					600
00410	Berkeley	Adeline Street Transportation Improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	495	495						495
00165	Berkeley	Berkeley Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	Various	94	94						94
00184	Berkeley	Berkeley Citywide Bike Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON								
00347	Berkeley	Berkeley Healthy Streets Program Expansion	1-North	2000 MB	Disc-BP	Bike/Ped	CON	49	49						49
00330	Berkeley	Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON								
00177	Berkeley	Hearst Ave Complete Streets	1-North	TFCA	Prog Mgr	Bike/Ped	CON	60	60						60
00097	Berkeley	Hearst Avenue Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	2,256	2,256						2,256
00220	Berkeley	Milvia Bikeway Project	1-North	2000 MB	Disc-BP	Bike/Ped	PE/Env	266	266						266
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	61	61						61
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	153	153						153
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	1,057	1,057						1,057
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	202	202						202
00089	Berkeley	Shattuck Complete Streets and De-couplet	1-North	OBAG	STP	Bike/Ped	CON	2,777	2,777						2,777
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	387	387						387
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	613	613						613

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2024 CIP Update Five-Year Programming and Two-Year Allocation Plan
2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	7,335	7,335						7,335
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TCD	Transit	Planning / Scoping	110	110						110
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TCD	Transit	PE/Env	180	180						180
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	22	22						22
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	52	52						52
00422	Berkeley	Water Transportation / Ferry Project	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	2,246		2,246					2,246
00422	Berkeley	Water Transportation / Ferry Project	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	2,893			2,893				2,893
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2000 MB	Disc-PT	Paratransit	O&M	535	535						535
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2014 MBB	TEP-12	Paratransit	O&M	1,004	779	225					1,004
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2000 MB	MB-T2	Paratransit	O&M	1,180			1,180				1,180
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	1-North	2014 MBB	TEP-12	Paratransit	O&M	306	306						306
00293	CIL	Community Connections Program (CoCo)	1-North	2000 MB	Disc-PT	Paratransit	O&M	940	752	188					940
00293	CIL	Community Connections Program (CoCo)	1-North	2000 MB	MB-T2	Paratransit	O&M	1,250			1,250				1,250
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	1-North	2000 MB	Disc-PT	Paratransit	O&M	500	500						500
00023	CIL	Mobility Matters Project	1-North	2000 MB	Disc-PT	Paratransit	O&M	679	679						679
00455	CityServe	Ride Care	Multiple	2000 MB	Disc-PT	Paratransit	O&M	1,000			1,000				1,000
00457	CRIL	Door Through Door and Travel Training	2-Central	2000 MB	Disc-PT	Paratransit	O&M	1,067			1,067				1,067
00291	CRIL	Travel Training: Oh The Places You Will Go!	2-Central	2000 MB	Disc-PT	Paratransit	O&M	189	189						189
00173	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	2-Central	TFCA	Prog Mgr	Transit	Various	123	123						123
00320	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations	2-Central	TFCA	Prog Mgr	Transit	O&M	215	215						215
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128
00295	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	582	388						388

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Alameda CTC Comprehensive Investment Plan
2024 CIP Update Five-Year Programming and Two-Year Allocation Plan
2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	O&M	194	194						194
00224	Dublin	City of Dublin Street Rehab	4-East	OBAG	LSR	LSR	CON	661	661						661
00123	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	4-East	2014 MBB	TEP-26	LSR	CON	11,200	11,200						11,200
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2000 MB	Disc-TCD	Bike/Ped	Final Design (PS&E)	41	41						41
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2010 VRF	Disc-BP	Bike/Ped	CON	226	226						226
00124	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	4-East	2014 MBB	TEP-26	LSR	CON	3,000	3,000						3,000
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	PE/Env	2,374	2,374						2,374
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	Final Design (PS&E)	5,374	5,374						5,374
00090	Dublin	Dublin Boulevard Preservation	4-East	OBAG	STP	LSR	CON	470	470						470
00430	Dublin	Dublin/Pleasanton BART Station Active Access Improvements	4-East	2014 MBB	TEP-42	Bike/Ped	CON	7,910		7,910					7,910
00430	Dublin	Dublin/Pleasanton BART Station Active Access Improvements	4-East	TFCA	Prog Mgr	Bike/Ped	CON	495		495					495
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	166	166						166
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,128	1,128						1,128
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	CON	4,751	4,751						4,751
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	TFCA	Prog Mgr	Bike/Ped	CON	856	856						856
00052	Dublin	Iron Horse Transit Route - Dougherty Road	4-East	2000 MB	09	Multiple	CON	6,267	6,267						6,267
00348	Dublin	Regional Street Improvement Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00361	Dublin	Safe Routes to School - Crosswalk Improvements Project	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	94	94						94
00402	Dublin	Safe Routes to School Improvements Dublin	4-East	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	110	110						110
00402	Dublin	Safe Routes to School Improvements Dublin	4-East	2010 VRF	Disc-BP	Bike/Ped	CON	390	390						390
00166	Dublin	San Ramon Road Arterial Mgmt	4-East	TFCA	Prog Mgr	LSR	Various	146	146						146
00428	Dublin	Tassajara Rd Improvements from N. Dublin Ranch Drive to Quarry Lane School	4-East	2014 MBB	TEP-44	Bike/Ped	CON	872		872					872
00428	Dublin	Tassajara Rd Improvements from N. Dublin Ranch Drive to Quarry Lane School	4-East	TFCA	Prog Mgr	Bike/Ped	CON	128		128					128

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Alameda CTC Comprehensive Investment Plan
2024 CIP Update Five-Year Programming and Two-Year Allocation Plan
2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00315	Dublin	Tassajara Road Arterial Management Project	4-East	TFCA	Prog Mgr	Transit	CON	146	146						146
00461	Dublin	Village Parkway Complete Streets Improvements	1-North	STIP	RIP	Bike/Ped	CON	9,150			9,150				9,150
00414	EBCE	Ride Electric Program	Multiple	2014 MBB	TEP-46	Bike/Ped	O&M	4,000		2,000	2,000				4,000
00435	EBRPD	Oakland Bay Trail Extension	1-North	2014 MBB	TEP-42	Bike/Ped	CON	925			925				925
00435	EBRPD	Oakland Bay Trail Extension	1-North	TFCA	Prog Mgr	Bike/Ped	CON	175			175				175
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	1-North	2014 MBB	TEP-42	Bike/Ped	CON	642	642						642
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	1-North	2014 MBB	TEP-42	Bike/Ped	CON	2,833	2,833						2,833
00292	Eden I&R	Mobility Management Through 211 Alameda County	2-Central	2000 MB	Disc-PT	Paratransit	O&M	747	582	165					747
00292	Eden I&R	Mobility Management Through 211 Alameda County	2-Central	2000 MB	MB-T2	Paratransit	O&M	956			956				956
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	296	296						296
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	1-North	2014 MBB	TEP-12	Paratransit	O&M	952	776	176					952
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	1-North	2000 MB	MB-T2	Paratransit	O&M	1,212			1,212				1,212
00417	Emeryville	40th Multimodal Improvements project	1-North	2010 VRF	Disc-Transit	Transit	CON	8,204		8,204					8,204
00417	Emeryville	40th Multimodal Improvements project	1-North	TFCA	Prog Mgr	Transit	CON	172		172					172
00391	Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	1-North	2000 MB	Disc-TCD	Transit	Final Design (PS&E)	600	600						600
00391	Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	1,400	1,400						1,400
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	1-North	2000 MB	Disc-PT	Paratransit	O&M	174	174						174
00271	Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	1-North	2014 MBB	TEP-12	Paratransit	O&M	52	52						52
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00431	Emeryville	Doyle Bicycle Improvements - Phase 3	1-North	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	37		37					37
00431	Emeryville	Doyle Bicycle Improvements - Phase 3	1-North	2014 MBB	TEP-44	Bike/Ped	CON	317			317				317
00230	Emeryville	Emery Go Round General Benefit Operations	1-North	2014 MBB	TEP-45	Transit	O&M	2,500	2,500						2,500
00394	Emeryville	Emery Go-Round Operating Expenses (FY2022-FY2026)	1-North	2010 VRF	Disc-Transit	Transit	O&M	2,000	500	500	500	500			1,500

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2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00423	Emeryville	Emery Go-Round Operating Expenses (FY26-FY27 and FY27-28)	1-North	2010 VRF	Disc-Transit	Transit	O&M	1,000					500	500	
00301	Emeryville	Emeryville Senior Center Group Trips Bus Purchase	1-North	2000 MB	Disc-PT	Paratransit	O&M	132	132						132
00411	Emeryville	Emeryville Transportation Investments	1-North	2014 MBB	TEP-45	Transit	Planning / Scoping	225	225						225
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	1-North	OBAG	LSR	LSR	CON								
00458	Emeryville	Micro Transit Expanded Transportation Program	1-North	2000 MB	Disc-PT	Paratransit	O&M	146			146				146
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	1-North	2000 MB	Disc-TCD	Transit	CON	930	930						930
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets	1-North	CMA-TIP	Other	Freight	CON	1,380	1,380						1,380
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets (TCEP Match)	1-North	2014 MBB	TEP-41	Freight	CON	1,800	1,800						1,800
00349	Emeryville	Shared Doyle Street Quick-Build Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00141	Emeryville	South Bayfront Bridge	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,895	1,895						1,895
00141	Emeryville	South Bayfront Bridge	1-North	TFCA	Prog Mgr	Bike/Ped	CON	105	105						105
00350	Fremont	Centerville Complete Streets Pilot Road Diet	3-South	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00233	Fremont	City of Fremont Pavement Rehabilitation Project	3-South	OBAG	LSR	LSR	CON	2,760	2,760						2,760
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	PE/Env	386	386						386
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	799	799						799
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	CON	6,510	6,510						6,510
00436	Fremont	East Bay Greenway Trail (Irvington to Fremont BART)	3-South	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,033		1,033					1,033
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	PE/Env	1,901	1,901						1,901
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,553	3,553						3,553
00322	Fremont	Former State Route 84 Pavement Rehabilitation	3-South	2014 MBB	TEP-21	LSR	CON	2,000	2,000						2,000
00362	Fremont	Fremont Boulevard/Country Drive Protected Intersection Project	3-South	2000 MB	Disc-BP	Bike/Ped	CON	267	267						267
00374	Fremont	Fremont Boulevard/Grimmer Boulevard Improvement Project	3-South	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,415	1,415						1,415
00441	Fremont	Fremont Boulevard/Walnut Avenue Bikeway Project	3-South	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	1,100		1,100					1,100

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									Prior Allocations	Two-Year Allocation Plan		Future Programming		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00373	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	3-South	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,271	1,271						1,271
00091	Fremont	Fremont City Center Multi-Modal Improvements	3-South	OBAG	STP	Multiple	CON	1,288	1,288						1,288
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	3-South	TFCA	Prog Mgr	LSR	CON	646	646						646
00305	Fremont	I-680 Interchange Modernization & Area Impvts. (Mission Blvd, Washington, Auto Mall Pkwy, Auto Mall Pkwy / WarmSprings Intersection)	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	3,000	3,000						3,000
00309	Fremont	I-880 Bridge at Pacific Commons Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,100	2,100						2,100
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	1,000	1,000						1,000
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	PE/Env	2,000	2,000						2,000
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	Final Design (PS&E)	2,300			2,300				2,300
00058	Fremont	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Planning / Scoping	2,760	2,760						2,760
00058	Fremont	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Final Design (PS&E)	23,950	16,450	7,500					23,950
00308	Fremont	Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone	3-South	2014 MBB	TEP-21	Freight	CON	939	939						939
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	693	579	114					693
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	3-South	2000 MB	MB-T2	Paratransit	O&M	875			875				875
00453	Fremont	Ride-On Tri-City! On-Demand WAV Pilot Project	3-South	2000 MB	Disc-PT	Paratransit	O&M	525			525				525
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	PE/Env	337	337						337
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	Final Design (PS&E)	509	509						509
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	CON	7,525	7,525						7,525
00153	Fremont	Scoping: Fremont BART Station West Side Enhancement	3-South	2014 MBB	TEP-45	Transit	Planning / Scoping	42	42						42
00154	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	3-South	2014 MBB	TEP-45	Bike/Ped	Planning / Scoping	42	42						42
00143	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	41	41						41
00152	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	3-South	2014 MBB	TEP-42	Multiple	Planning / Scoping	42	42						42
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	3-South	TFCA	Prog Mgr	LSR	CON	425	425						425

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2024 CIP Update Programming and Allocations

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									Prior Allocations	Two-Year Allocation Plan		Future Programming		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00025	Fremont	Tri-City Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	431	431						431
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	280	280						280
00027	Fremont	Tri-City Taxi Voucher Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	450	450						450
00026	Fremont	Tri-City Volunteer Driver Programs	3-South	2000 MB	Disc-PT	Paratransit	O&M	549	549						549
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	3-South	2014 MBB	TEP-45	Bike/Ped	CON	5,000	5,000						5,000
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-45	Transit	CON	25,000	25,000						25,000
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-21	Transit	CON	5,000	5,000						5,000
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	750	750						750
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	Final Design (PS&E)	250	250						250
00307	Fremont/ Union City	Decoto Boulevard Complete Streets w/Transit Priority Project	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	3,500	3,500						3,500
00312	Fremont/ Union City	Dumbarton to Quarry Lakes Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,000	2,000						2,000
00363	Hayward	Cesar Chavez Middle School – Safe Routes to School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	162	162						162
00092	Hayward	Hayward - Industrial Boulevard Preservation	2-Central	OBAG	STP	LSR	CON	1,265	1,265						1,265
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Planning / Scoping	939	939						939
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Final Design (PS&E)	1,608		1,608					1,608
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	PE/Env	4,261	4,261						4,261
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	STIP	RIP	HWY	CON	50	50						50
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	175	175						175
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	1,500	1,500						1,500
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	2014 MBB	TEP-26	LSR	CON	23,162	23,162						23,162
00351	Hayward	Patrick Avenue Traffic Calming Improvement Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON								
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2-Central	2014 MBB	TEP-26	HWY	Planning / Scoping	440	440						440
00448	Hayward	Winton Ave/D St & Tennyson Corridors Signal Timing	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	515		515					515

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2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	OBAG	LSR	LSR	Final Design (PS&E)	88	88						88
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	OBAG	LSR	LSR	CON								
00283	LARPD/TVC	Valley Trails Connection Project	4-East	CMA-TIP	Other	Bike/Ped	CON	96	96						96
00463	LAVTA	Atlantis Facility Construction	4-East	STIP	RIP	Transit	CON	5,180			5,180				5,180
00389	LAVTA	Atlantis O&M Facility Bridging Documents	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	541	541						541
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	4-East	TFCA	Prog Mgr	Transit	O&M	275	275						275
00321	LAVTA	LAVTA Rte 30 BRT Operations, FYs 19/20 and 20/21	4-East	TFCA	Prog Mgr	Transit	O&M	477	477						477
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Transit	O&M	318	318						318
00420	LAVTA	LAVTA Zero Emissions Infrastructure Transition Project (Atlantis Maintenance Facility)	4-East	2000 MB	Disc-Transit	Transit	CON	3,000		3,000					3,000
00298	LAVTA	Para-Taxi Debit Card	4-East	2000 MB	Disc-PT	Paratransit	O&M	87	71	16					87
00299	LAVTA	Para-Taxi Operations	4-East	2000 MB	Disc-PT	Paratransit	O&M	107	107						107
00378	LAVTA	Passenger Facilities Enhancements	4-East	STP/CMAQ	STP/CMAQ	Transit	CON	2,000	2,000						2,000
00160	LAVTA	Pilot Transit Program for Last Mile Connections	4-East	2000 MB	Disc-Transit	Transit	O&M	51	51						51
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	152	152						152
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	CON	1,257	1,257						1,257
00340	LAVTA	Rapid Bus Stop Improvement Project	4-East	RM2	Other	Transit	Various	2,300	2,300						2,300
00334	LAVTA	Route 30R Weekday Operations	4-East	TFCA	Prog Mgr	Bike/Ped	CON	490	490						490
00451	LAVTA	Wheels Access – Expanding Mobility Options in the Tri-Valley	4-East	2000 MB	MB-T2	Paratransit	O&M	599			599				599
00245	LAVTA	Wheels Forward/2020 Plan	4-East	2000 MB	Disc-Transit	Transit	Planning / Scoping	220	220						220
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	STA	Transit	O&M	388	388						388
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	JARC	Transit	O&M	129	129						129
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	O&M	22	22						22

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2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00296	LIFE ElderCare	Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults	3-South	2000 MB	Disc-PT	Paratransit	O&M	925	773	152					925
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	O&M	275	275						275
00352	Livermore	Downtown Livermore Bicycle Parking Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	39	39						39
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	20	20						20
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	30	30						30
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	137	137						137
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	193	193						193
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	CON	1,406	1,406						1,406
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	17	17						17
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	84	84						84
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	4-East	OBAG	LSR	LSR	CON	1,382	1,382						1,382
00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	81	81						81
00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	242	242						242
00247	Livermore	Vasco Road/I-580 Interchange Improvements	4-East	2014 MBB	TEP-34	HWY	PE/Env	1,380	1,380						1,380
00102	MTC	Regional Planning Activities and PPM - Alameda	Multiple	OBAG	STP	Multiple	PE/Env	1,034	1,034						1,034
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	Planning / Scoping	100	100						100
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	Final Design (PS&E)	100	100						100
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	CON	400	400						400
00328	MTC / Alameda CTC	Bay Bridge Bicycle/Pedestrain LINK	1-North	2000 MB	Disc-BP	Transit	Final Design (PS&E)	3,000	3,000						3,000
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75	75						75
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	PE/Env	325	325						325

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2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	350	350						350
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	CON								
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	300	300						300
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	500	500						500
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	800	800						800
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	CON	1,500	1,500						1,500
00327	MTC / Alameda CTC	I-80 Powell Interchange	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	250	250						250
00327	MTC / Alameda CTC	I-80 Powell Interchange	1-North	2010 VRF	Disc-Transit	Transit	CON	2,500	2,500						2,500
00464	MTC/BATA	Improved Bike/Ped Connectivity to East Span SFOBB	1-North	STIP	RIP	Bike/Ped	CON	5,063			5,063				5,063
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	Final Design (PS&E)	3,253	3,253						3,253
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	CON	11,134	11,134						11,134
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	ROW	1,667	1,667						1,667
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	2000 MB	Disc-BP	Bike/Ped	CON	323	323						323
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	TFCA	Prog Mgr	Bike/Ped	CON	130	130						130
00099	Newark	Enterprise Drive Complete Streets and Road Diet	3-South	OBAG	STP	Bike/Ped	CON	454	454						454
00353	Newark	Jarvis Avenue Class II Buffered Bike Lanes	3-South	2000 MB	Disc-BP	Bike/Ped	CON	30	30						30
00366	Newark	Newark Safe Routes to School Improvements	3-South	2000 MB	Disc-BP	Bike/Ped	CON	43	43						43
00426	Newark	Old Town PDA Road Diet and Complete Street Improvement Project	3-South	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	5,141		5,141					5,141
00426	Newark	Old Town PDA Road Diet and Complete Street Improvement Project	3-South	TFCA	Prog Mgr	Bike/Ped	CON	69		69					69
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	3-South	OBAG	LSR	LSR	CON	592	592						592
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,300	1,300						1,300

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2024 CIP Update Programming and Allocations

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									Prior Allocations	Two-Year Allocation Plan		Future Programming		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	CON	5,300	5,300						5,300
00375	Oakland	14th Street Complete Streets Project	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,000	1,000						1,000
00432	Oakland	27th Street and Bay Place Project	1-North	2014 MBB	TEP-44	Bike/Ped	CON	5,101		5,101					5,101
00432	Oakland	27th Street and Bay Place Project	1-North	2014 MBB	TEP-45	Bike/Ped	CON	3,200		3,200					3,200
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	PE/Env	225	225						225
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	Final Design (PS&E)	1,725	1,725						1,725
00433	Oakland	66th Avenue BART to Bay Trail	1-North	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	2,140		2,140					2,140
00103	Oakland	7th Street West Oakland Transit Village, Phase II	1-North	OBAG	CMAQ	Bike/Ped	CON	3,288	3,288						3,288
00167	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	1-North	TFCA	Prog Mgr	Transit	O&M	210	210						210
00180	Oakland	Broadway Shuttle Operations	1-North	2014 MBB	TEP-45	Transit	O&M	1,138	1,138						1,138
00180	Oakland	Broadway Shuttle Operations	1-North	TFCA	Prog Mgr	Transit	O&M	603	603						603
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	1-North	TFCA	Prog Mgr	Transit	O&M	354	354						354
00425	Oakland	Broadway Streetscape and Transit Improvements	1-North	2014 MBB	TEP-24	Transit	Final Design (PS&E)	3,888		3,888					3,888
00323	Oakland	Broadway Transit Lanes	1-North	2014 MBB	TEP-24	Transit	CON	1,462	1,462						1,462
00168	Oakland	CityRacks, Phase 12	1-North	TFCA	Prog Mgr	Bike/Ped	Various	117	117						117
00354	Oakland	Citywide Bicycle/Pedestrian Rapid Response Enhancements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	66	66						66
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	PE/Env								
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	250	250						250
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,110	1,110						1,110
00251	Oakland	E 12th Street Bikeway	1-North	TFCA	Prog Mgr	Bike/Ped	CON								
00331	Oakland	E. 12th St Bike Lanes	1-North	TFCA	Prog Mgr	Bike/Ped	CON	215	215						215
00376	Oakland	East Bay Greenway Segment II	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,000	1,000						1,000
00252	Oakland	East Oakland Community Streets Plan	1-North	2014 MBB	TEP-45	LSR	Planning / Scoping	100	100						100

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Alameda CTC Comprehensive Investment Plan
2024 CIP Update Five-Year Programming and Two-Year Allocation Plan
2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00253	Oakland	Fruitvale Ave Gap Closure	1-North	2014 MBB	TEP-44	Bike/Ped	CON	1,634	1,634						1,634
00137	Oakland	I-880/42nd-High Street Access Improvements	1-North	2014 MBB	TEP-40	HWY	CON	10,000	10,000						10,000
00442	Oakland	LAAMPS Phase Two	1-North	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	1,197		1,197					1,197
00093	Oakland	Lake Merritt BART Bikeways	1-North	OBAG	STP	Bike/Ped	CON	571	571						571
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	STP	Bike/Ped	CON	4,446	4,446						4,446
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	CMAQ	Bike/Ped	CON	2,554	2,554						2,554
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	80	80						80
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	320	320						320
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,392	4,392						4,392
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	2,500	2,500						2,500
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	60	60						60
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	CON	125	125						125
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	CMA-TIP	CMA-TIP	Bike/Ped	CON	200	200						200
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	Final Design (PS&E)	1,500	1,500						1,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	CON	9,500	9,500						9,500
00100	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	1-North	OBAG	CMAQ	Bike/Ped	CON	5,452	5,452						5,452
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	1-North	2014 MBB	TEP-26	Freight	CON	5,000	5,000						5,000
00121	Oakland	Oakland Army Base Roadway Infrastructure Improvements	1-North	2014 MBB	TEP-26	Freight	CON	41,000	41,000						41,000
00064	Oakland	Oakland Broadway Corridor Transit	1-North	2014 MBB	TEP-24	Transit	Planning / Scoping	50	50						50
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00094	Oakland	Oakland Complete Streets	1-North	OBAG	STP	LSR	CON	3,384	3,384						3,384
00258	Oakland	Oakland LSR Paving Program	1-North	OBAG	LSR	LSR	PE/Env	734	734						734
00258	Oakland	Oakland LSR Paving Program	1-North	OBAG	LSR	LSR	CON	4,161	4,161						4,161

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Alameda CTC Comprehensive Investment Plan
2024 CIP Update Five-Year Programming and Two-Year Allocation Plan
2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00259	Oakland	OakMob Transportation Demand Management (TDM)	1-North	2014 MBB	TEP-45	Transit	O&M	167	167						167
00028	Oakland	Taxi-Up & Go Project	1-North	2000 MB	Disc-PT	Paratransit	O&M	350	350						350
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	98	98						98
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	207	207						207
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	ROW	21	21						21
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	CON	1,398	1,398						1,398
00260	Piedmont	Oakland Avenue Improvements	1-North	OBAG	LSR	LSR	CON	168	168						168
00286	Piedmont	Oakland Avenue Pedestrian Bridge Railing Project	1-North	CMA-TIP	Other	LSR	CON	204	204						204
00370	Piedmont	Oakland Avenue Pedestrian Enhancement Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	19	19						19
00101	Piedmont	Piedmont Complete Streets (CS)	1-North	OBAG	STP	Bike/Ped	CON	129	129						129
00285	Piedmont	Piedmont LSR Exchange Projects	1-North	CMA-TIP	Other	LSR	CON	(208)	(208)						(208)
00443	Piedmont	Piedmont Pedestrian Safety Project	1-North	2014 MBB	TEP-44	Bike/Ped	CON	500			500				500
00332	Piedmont/ EBCE	EV Charging in Piedmont	1-North	TFCA	Prog Mgr	Bike/Ped	CON	120	120						120
00316	Pleasanton	Citywide Trip Reduction Program	4-East	TFCA	Prog Mgr	Transit	O&M	80	80						80
00355	Pleasanton	Division Street/St. Mary's Street Cycle Track and Buffered Bike Lanes Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	17	17						17
00029	Pleasanton	Downtown Route Shuttle (DTR)	4-East	2000 MB	Disc-PT	Paratransit	O&M	148	148						148
00462	Pleasanton	Interstate 680/Sunol Boulevard Interchange Modernization	4-East	STIP	RIP	HWY	CON	6,000			6,000				6,000
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	4-East	OBAG	LSR	LSR	CON	1,095	1,095						1,095
00104	Pleasanton	Pleasanton Complete Streets	4-East	OBAG	STP	Bike/Ped	CON	832	832						832
00459	Pleasanton	Pleasanton Rides Additional Driver and Electric Transit Vehicle	4-East	2000 MB	Disc-PT	Paratransit	O&M	158			158				158
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Bike/Ped	O&M	65	65						65
00444	Pleasanton	Pleasanton Trip Reduction Program (FY 22/23 - 23/24)	4-East	TFCA	Prog Mgr	Bike/Ped	O&M	58		58					58

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Alameda CTC Comprehensive Investment Plan
2024 CIP Update Five-Year Programming and Two-Year Allocation Plan
2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00169	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	4-East	TFCA	Prog Mgr	Transit	O&M	53	53						53
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	4-East	2014 MBB	TEP-26	HWY	CON	5,200	5,200						5,200
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	2000 MB	Disc-BP	Bike/Ped	CON	717	717						717
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	150	150						150
00399	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction	4-East	2014 MBB	TEP-44	Bike/Ped	CON	2,300		2,300					2,300
00399	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction	4-East	2014 MBB	TEP-45	Bike/Ped	CON	5,000		5,000					5,000
00399	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction	4-East	Fed	Earmark	Bike/Ped	CON	1,700		1,700					1,700
00151	Port of Oakland	Scoping: 7th Street Grade Separation East	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00144	Port of Oakland	Scoping: Airport Drive Overlay	1-North	2014 MBB	TEP-26	Multiple	Planning / Scoping	42	42						42
00150	Port of Oakland	Scoping: Airport Perimeter Dike	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	30	30						30
00147	Port of Oakland	Scoping: Middle Harbor Road Improvements	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00149	Port of Oakland	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50						50
00146	Port of Oakland	Scoping: Port Area ITS Deployment	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00148	Port of Oakland	Scoping: Port Terminal Lighting Upgrade	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00145	Port of Oakland	Scoping: Port Terminal Seismic Monitoring Program	1-North	2014 MBB	TEP-26	Freight	Planning / Scoping	7	7						7
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	2000 MB	Disc-TCD	Bike/Ped	CON	1,387	1,387						1,387
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	92	92						92
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	2014 MBB	TEP-26	LSR	CON								
00438	San Leandro	Fairway Drive Traffic Calming	2-Central	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	58		58					58
00439	San Leandro	Hesperian Boulevard Bike Lane Gap Closure	2-Central	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	225		225					225
00356	San Leandro	Lewelling Blvd Pedestrian Safety Rapid Flashing Beacons Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	30	30						30
00434	San Leandro	Lewelling Boulevard Streetscape	2-Central	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	234		234					234
00434	San Leandro	Lewelling Boulevard Streetscape	2-Central	2014 MBB	TEP-44	Bike/Ped	CON	1,973			1,973				1,973

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Alameda CTC Comprehensive Investment Plan
2024 CIP Update Five-Year Programming and Two-Year Allocation Plan
2024 CIP Update Programming and Allocations

Programming and Allocations ($ x 1,000)

									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	130	130						130
00190	San Leandro	LINKS Shuttle Operations	2-Central	2014 MBB	TEP-45	Transit	O&M	1,020	1,020						1,020
00190	San Leandro	LINKS Shuttle Operations	2-Central	2010 VRF	Disc-Transit	Transit	O&M	1,007	149	154	183	190	164	167	486
00190	San Leandro	LINKS Shuttle Operations (FY 24/25 & FY 25/26)	2-Central	TFCA	Prog Mgr	Transit	O&M	67			34	33			34
00190	San Leandro	LINKS Shuttle Operations (FY20/21 & 21/22)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128
00190	San Leandro	LINKS Shuttle Operations (FY22/23 & FY 23/24)	2-Central	TFCA	Prog Mgr	Transit	O&M	114	57	57					114
00405	San Leandro	MacArthur Boulevard Park & Ride	2-Central	2010 VRF	Disc-Transit	Transit	CON								
00405	San Leandro	MacArthur Boulevard Park & Ride	2-Central	TFCA	Prog Mgr	Transit	CON								
00096	San Leandro	San Leandro Boulevard Preservation	2-Central	OBAG	STP	LSR	CON	804	804						804
00170	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	2-Central	TFCA	Prog Mgr	Transit	O&M	50	50						50
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	2014 MBB	TEP-26	LSR	CON	30,000	30,000						30,000
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	OBAG	LSR	LSR	PE/Env	73	73						73
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	OBAG	LSR	LSR	CON	975	975						975
00030	SHS	Rides for Seniors	2-Central	2000 MB	Disc-PT	Paratransit	O&M	235	235						235
00051	SJRRC	ACE Capital	3-South	2000 MB	01	Transit	Various	13,184	13,184						13,184
00382	SJRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	235	235						235
00382	SJRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	CON	1,765	1,765						1,765
00456	SOS	SOS Meals on Wheels	Multiple	2000 MB	Disc-PT	Paratransit	O&M	471			471				471
00031	SSPTV	Volunteer Assisted Senior Transportation Program	4-East	2000 MB	Disc-PT	Paratransit	O&M	325	325						325
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	O&M	210	210						210
00297	SSPTV	Volunteers Assisting Seniors with Transportation (VAST)	4-East	2000 MB	Disc-PT	Paratransit	O&M	701	583	118					701
00267	Union City	Bicycle and Pedestrian Master Plan Update	3-South	2000 MB	Disc-BP	Bike/Ped	Planning / Scoping	150	150						150
00266	Union City	Dyer Road Pavement Rehabilitation	3-South	OBAG	LSR	LSR	CON	872	872						872

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Alameda CTC Comprehensive Investment Plan
2024 CIP Update Five-Year Programming and Two-Year Allocation Plan
2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00333	Union City	East-West Connector / Quarry Lakes Parkway	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	6,700	6,700						6,700
00010	Union City	Operations Support for Route 2	3-South	Lifeline	STA	Transit	O&M	220	220						220
00371	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	10	10						10
00372	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	CON	71	71						71
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	PE/Env	5	5						5
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	780	780						780
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	CON	5,779	5,779						5,779
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	CMA-TIP	Other	Bike/Ped	CON	1,100	1,100						1,100
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	TFCA	Prog Mgr	Bike/Ped	CON	136	136						136
00191	Union City	Union City Boulevard Bike Lanes Phase 3	3-South	2014 MBB	TEP-42	Bike/Ped	CON	1,751		1,751					1,751
00191	Union City	Union City Boulevard Bike Lanes Phase 3	3-South	TFCA	Prog Mgr	Bike/Ped	CON	49		49					49
00390	Union City	Union City Electric Bus Infrastructure	3-South	TFCA	Prog Mgr	Transit	CON	1,500	1,500						1,500
00317	Union City	Union City IDEA Grant Traffic Signal Control Improvement	3-South	TFCA	Prog Mgr	Transit	CON	221	221						221
00062	Union City	Union City Intermodal Station	3-South	2014 MBB	TEP-22	Transit	Planning / Scoping	51	51						51
00294	USOAC	Senior Public Transportation Training and Education Program	1-North	2000 MB	Disc-PT	Paratransit	O&M	419	307	112					419
00294	USOAC	Senior Public Transportation Training and Education Program	1-North	2000 MB	MB-T2	Paratransit	O&M	755			755				755
00282	Various	Lifeline Cycle 5 Program	Multiple	Lifeline	Other	Transit	Various	4,789	4,789						4,789
00281	Various	State Transportation Improvement Program	Multiple	STIP	RIP	HWY	Various	48,813	48,813						48,813
								1,806,024	**1,398,892**	**229,807**	**162,867**	**4,923**	**664**	**8,677**	**1,791,566**

Total 2-year Allocations	**$ 392,674**
Total 5-year Programming	**$ 406,938**

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ALAMEDA
County Transportation Commission

2024 Comprehensive Investment Plan Update

Appendix D

CIP Programming Principles and Guidelines



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Alameda County Transportation Commission

COMPREHENSIVE INVESTMENT PLAN
PROGRAMMING PRINCIPLES AND GUIDELINES

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SECTION 1
COMPREHENSIVE INVESTMENT PLAN
PROGRAMMING PRINCIPLES

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1. PURPOSE

The purpose of the Comprehensive Investment Plan (CIP) is to facilitate strategic programming and allocation of all fund sources under Alameda CTC's programming responsibilities. This includes funding from federal, State, regional, and local fund sources such as the Surface Transportation Program (STP) / Congestion Mitigation Air Quality Program (CMAQ), Lifeline Transportation Program, Transportation Fund for Clean Air Program (TFCA), local sales tax measures and vehicle registration fee programs.

To streamline programming of these funds sources, the CIP considers all available fund sources through a consolidated funding program that prioritizes, evaluates, and recommends funding to critical transportation infrastructure and operational needs that build and maintain the county's transportation system. The coordinated programming effort is also intended to minimize the number of funding applications required from Project Sponsors and prioritize investments to projects and programs ("projects") identified through countywide transportation planning efforts.

The purpose of the CIP programming principles established herein is to provide a framework for programming and allocation decisions made by the Alameda CTC to accomplish countywide transportation goals and objectives. The following five fundamental guiding principles have been identified:

1. Implementing Alameda CTC's adopted visions and goals
2. Balance strategic investments across project delivery phases
3. Maximize transportation investments
4. Investments in all modes and areas within Alameda County
5. Deliver solutions while ensuring accountability

The CIP programming principles are not intended to replace existing programming requirements of individual fund sources. Instead, the principles are intended to create a uniform consolidation of historically separate programming goals and practices, where applicable, to more effectively coordinate funding towards highly beneficial transportation projects that address congestion, state of good repair, economic development, access, safety, and connectivity of a multimodal transportation system.

2. PROGRAMMING AND ALLOCATIONS PROCESS

The CIP includes a five-year programming window with a two-year allocation plan (i.e. the first two years of the five-year window).

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The current programmed amount for a given project represents a commitment amount that is available for allocation when the programmed funds shift into the CIP's two-year allocation window. An allocated amount represents the amount available for encumbrance in project funding agreements and/or contracts, which are, in turn available for reimbursement of eligible costs.

All programmed funds are subject to the availability of funds, and current programming and allocation priorities.

The CIP programming and allocation process is as follows:

1. Alameda CTC will make programming and allocation recommendations to certain projects based on the available fund estimate for a given five-year CIP programming cycle.
2. Projects programmed within the first two-years of a given CIP will receive an allocation.
3. Projects with outer year programmed funds will receive an allocation in the fiscal year in which the funds were originally programmed, upon the Project Sponsor's allocation request through the CIP application process.
    - Allocation requests to advance outer programmed funds are subject to the availability of funds and Commission approval, as priority is given to projects with funds already allocated in the two-year allocation window.
4. Projects with outer year programmed funds that are not ready for an allocation may request to have the programming deferred to an outer CIP programming year by notifying Alameda CTC.

3. FUND SOURCES AND PROGRAMS

The CIP consolidates the programming and allocations of the various fund sources under Alameda CTC's purview. These sources are delineated into principle programs, where feasible, as identified on the table below. For example, 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee (VRF) Bicycle/Pedestrian funds are consolidated into a single Bicycle/Pedestrian Program. This provides greater coordination of similar funding types, requirements, and eligibilities to meet larger program goals and objectives. For all locally-funded programs (principle programs 1-10) a project-funding agreement between the Alameda CTC and Project Sponsor is required. For all other programs (principle programs 11- 13) Project Sponsors are required to enter into a funding agreement directly with the appropriate federal, State, or regional agency.

Principle Program	Fund Source & Investment Program
1. Bicycle/Pedestrian Program	Measure B (MB) Bike/Pedestrian Countywide Discretionary Fund Measure BB (MBB) Bike/Pedestrian Grant Program Measure BB (MBB) Three Major Trails Vehicle Registration Fee (VRF) Pedestrian-Bicycle Access and Safety Program
2. Transit Program	MB Express Bus MBB Innovative Transit Program (transit pass programs) VRF Transit for Congestion Relief Program

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Principle Program	Fund Source & Investment Program
3. Transit Center for Development Program	MB Transit Center Development Program
4. Community Development Investment Program	MBB Community Development Investment Program
5. Paratransit Program	MB Special Transportation for Seniors and People with Disabilities "Gap Grant" Program MBB Coordination and Service Grants
6. Freight and Economic Development Program	MBB Freight and Economic Development MBB Countywide Freight Corridors
7. Technology, Innovation and Development	MBB Technology, Innovation, and Development
8. Local Streets and Roads (Arterials) Program	MBB Congestion Relief, Local Bridge, Seismic Safety
9. Highways Program	MBB Highway Capital Projects
10. Transportation Fund for Clean Air (TFCA)	TFCA Program
11. Lifeline Transportation Program (LTP)	State Transit Account (STA) Job Access Reverse Commute (JARC) and Surface Transportation Program (STP)
12. One Bay Area Grant Program (OBAG)	Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ)
13. State Transportation Improvement Program (STIP)	STIP

4. PROGRAMMING CAPACITY

Alameda CTC's programming capacity is limited to the funding anticipated to be available for projects included in the five-year programming and allocation horizon. Projects are programmed over a five-year period, with allocations to projects in the first two-years of the CIP window. Projects that exceed the five-year fiscally constrained CIP will be considered for inclusion in future CIP updates, and may receive priority consideration in the event a previously programmed commitment is unable to be delivered, or additional funding capacity is made available. Alameda CTC will provide a programming fund estimate as part of the CIP call for projects process.

5. PROGRAMMING PRIORITIES

Through the CIP, funds are prioritized to projects as follows:

a. Achieves Fundamental Programming Principles: The degree to which projects achieve the CIP's five (5) fundamental programming principles (*refer to Section 6 of CIP for details)*.
   1. Implementing Alameda CTC's adopted visions and goals
   2. Balance strategic investments across project delivery phases
   3. Maximize transportation investments
   4. Investments in all modes and areas within Alameda County
   5. Deliver solutions while ensuring accountability

b. Countywide Significance: Projects identified as a countywide priority, as an identified project, or along a transportation corridor, in Alameda CTC's Countywide Transportation Plan (CTP), Multi-modal Plans (Goods Movement, Arterial, and Transit), transportation

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expenditure plans, and the Countywide Bicycle and Pedestrian Plans will receive higher priority consideration.

c. Readiness: Projects demonstrating higher state of construction readiness will receive higher priority consideration. Readiness includes technical and financial readiness such as completion of engineering, environmental and design studies, identification of risk-mitigation measures, secured funding towards project completion, feasible schedule, etc. Projects must be deliverable within the timeframe that funds are made available.
d. Fund Leveraging: Projects that leverage external funding commitments (such as federal and State discretionary funds) shall receive higher priority consideration.
e. Coordination and Support: The degree to which a project demonstrates coordination and support from multiple jurisdictions, agencies, and the community stakeholders throughout the planning and project implementation phases, and identification of commitments to maintain the improvements after completion.

6. ELIGIBLE APPLICANTS

a. Eligible applicants (direct recipients) of funds programmed through the CIP are limited to the following:
    1. Cities of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, Union City
    2. County of Alameda
    3. Transit agencies Altamont Corridor Express (ACE), Alameda-Contra Costa Transit District (AC Transit), San Francisco Bay Area Rapid Transit District (BART), Livermore Valley Transportation Authority (LAVTA), Union City Transit, and San Francisco Water Emergency Transportation Authority (WETA)
    4. East Bay Regional Parks District (EBRPD)
    5. Public school districts (K-12) in Alameda County *(exclusively for student transit pass programs)*
    6. Alameda County Transportation Commission (Alameda CTC)
    7. Private, non-profit organizations *(exclusively for programs targeted towards seniors and people with disabilities)*
    8. Entities that are not identified specifically as eligible direct recipients will only be eligible to receive CIP funds as sub-recipients by partnering with an eligible direct recipient that is willing to pass through the funds to a sub-recipient. Exceptions allowing other entities to directly receive funds may be granted by Alameda CTC on a case-by-case basis.
b. Applicants must acknowledge and agree to comply with the specific requirements of the identified fund source and project funding agreement requirements prior to receiving funds programmed and allocated through the CIP.
c. Applicants must provide the expertise and staff resources necessary to successfully deliver projects within the constraints of the fund source requirements.
d. Applicants must identify and maintain a staff position that serves as the single point of contact for Alameda CTC programmed funds within that agency.

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7. ELIGIBLE PROJECTS

Eligible CIP projects are as follows:

a. Projects must demonstrate a public benefit towards building and maintaining the transportation infrastructure in Alameda County.

b. Projects must be publicly accessible, and not only for private entity use.

c. Projects must be in and consistent with the most current adopted Regional Transportation Plan and the Alameda CTC's CTP.

d. Projects must meet the goals and objectives of the funding sources and funding programs.
   - Projects funded with 2000 Measure B, 2014 Measure BB, and VRF monies must be consistent with eligible use of funds of the respective expenditure plans.
   - Example requirements for federal funding include:
     - Compliance with the California Environmental Quality Act (Public Resource Code Section 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures.
     - Completion of a Federal Transportation Improvement Program (FTIP) application through the Metropolitan Transportation Commission's Funding Management System.
   - Potential funding eligibilities examples are identified on Exhibit A - Project Categories, Funding Eligibility, and Transportation Priorities.

e. Eligible capital infrastructure projects may include (but are not limited to):
   - Local street and road improvements
   - Bicycle and/or pedestrian infrastructure improvements include new facilities, parking/lockers, gap closure, and safety improvements
   - Highway capital investments
   - Freight, ferry, rail, and intermodal projects that facilitate the movement of goods, services, and people
   - Transit infrastructure enhancements and expansion
   - Safety or modernization improvements to transit centers, stations, or facilities,
   - Transportation improvements that provide greater transit access for residents of low-income and disadvantaged communities
   - Improvements that reduce greenhouse gas emissions
   - Technology improvements such as intelligent transportation system, transit signal priority, innovative uses of technology as it pertains to improving the transportation system

f. Eligible non-infrastructure projects may include (but are not limited to):
   - Bicycle and pedestrian master plans
   - Feasibility or scoping only studies for capital projects
   - Safe Routes to School program operations
   - Crossing guard programs

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- Safety education, training, enforcement, and promotional programs
- Transportation demand or traffic management programs
- Travel training and mobility management programs
- Transit or shuttle operations
- Transit incentive programs (including fare based)
- Bike share or rideshare programs

8. MINIMUM/ MAXIMUM AWARD AND MATCHING REQUIREMENTS

Project Type	Minimum Request	Maximum Request	Minimum Match
Capital Improvement	$500,000	$2,000,000	25% (for each phase requested)
Programs and Transit/Shuttle Operations	$100,000 per year	$500,000 per year	75% (by year)
Plans/Studies	$100,000	$100,000	50%

The CIP will focus on comprehensive transportation projects that yield significant benefits to the countywide transportation system. In general, smaller projects or early project development (planning/scoping) activities that are able to be funded through local means (direct local distribution funds) will be a lesser priority for discretionary funding.

Project Sponsors shall provide the minimum match of Alameda CTC's administered funds requested by phase, unless otherwise stated by a particular program guideline.

9. MATCHING REQUIREMENTS

a. Matching funds must be expended concurrently and proportionally to the Alameda CTC's administered funds allocated to the phase for the project.
b. Previously incurred costs or previously expended funds do not count towards fulling minimum matching requirement.
c. Named capital projects with identified specific funding commitments in the 2014 Measure BB Transportation Expenditure Plan are exempt from the matching requirements; however, matching is highly encouraged to support leveraging of Measure BB funds.
d. Projects funded with federal funds (such as STP/CMAQ) requires a non-federal local match. Non-federal sources for local match can include local sales tax, special bond measures, financial private donations, and other local revenues.
e. In-kind funding (non-cash contributions of time, goods and services, equipment, or space) will not count towards fulling the CIP matching requirement.
f. Alameda CTC may consider on a case-by-case basis exceptions to the matching requirement. Such exceptions may include exemptions for projects that provide considerable transportation benefits and/or projects that leverage significant transportation funds for the county.

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10. ELIGIBLE PROJECT COSTS

Eligible costs for funds programmed through the CIP include

- Project development and preconstruction activities such as scoping level documents, preliminary study reports, feasibility studies, environmental documents, preliminary engineering and design work.
- Activities related to construction, rehabilitation, right-of-way acquisition, environmental mitigation, capital equipment acquisition.
- Program implementation, transit services, and shuttle operations.

All eligible costs for reimbursement must be in accordance with the policies and provisions set forth and described in detail in the "Eligible Costs for Reimbursement by Alameda CTC Policy".

Applicants are responsible for securing the necessary matching and for any additional funding needed to complete the project as a result of project cost increases, higher actual bid estimates, loss of funding, underestimated contingencies, and future maintenance costs.

11. FUNDING RESTRICTIONS

- Alameda CTC administered funds shall not supplant other committed funds.
- Alameda CTC will not be responsible to fund any cost overruns, cost increases, higher bid estimates, maintenance costs, or funding shortfalls beyond Alameda CTC's original programming and allocation commitment.
- 2000 Measure B Express Bus funds are only available to AC Transit and LAVTA.
- Programmed federal, State, and regional funds are subject to the requirements of the specific fund source, and may require Project Sponsors to enter into funding agreements directly with the authorizing agency.
- Reimbursement for eligible staff costs are limited to non-Measure B/BB/Vehicle Registration Fee Direct Local Distribution (DLD) recipients, unless otherwise agreed upon by the Alameda CTC with a project funding agreement for labor that includes direct staff implementation of a project activity. DLD recipients are expected to use DLD or other local funds to support staffing, contract management, and administrative costs associated with the project.
- Payments to fund recipients will be made on a reimbursement basis and after approval of submitted invoices. No reimbursements will be made prior to the execution of a project funding agreement with the Alameda CTC. Invoices are required to be submitted at least once every six months with required progress reports and completed task deliverables, unless otherwise authorized and approved by Alameda CTC.

12. SHUTTLE OPERATIONS FUNDING REQUIREMENTS

Funding for shuttle operations is strictly limited to shuttles which provide connections for first/last mile connections from regional transit facilities, transportation hubs, business districts, and

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employment centers. Paratransit services are not eligible for funding under transit eligible funding sources.

- Eligible applicants must be a public agency eligible to receive Alameda CTC funds.
- Shuttle service must be wholly located in Alameda County, available to general public, and serve multiple employers.
- Service routes within 0.5-mile radius from a major regional transit facility (BART station, major bus transfer station, or ferry terminal) will be given priority consideration.
- Applicants must provide a minimum match required for transit/shuttle operations.
- Service Operations Requirement
    - Shuttle service must not compete with existing fixed-route transit services provided by Alameda-Contra Costa Transit District, Livermore Amador Valley Transit Authority, or Union City Transit. A Letter of Concurrence from the appropriate transit agency, must be provided to affirm coordination with the transit agency, and acknowledge that the proposed shuttle program would not complete with existing or planned transit services.
- Funding Priority Considerations
    - Programs demonstrating long-term and local sustainability with matching funding consisting of 50 percent (50%) or more coming from private sources i.e. private business investment districts will be given priority consideration.
    - Ridership exceeding 500,000 annual boarding's, documented by existing service data or documented ridership projections will be given priority consideration.

13. FREIGHT RELATED PROJECTS FUNDING REQUIREMENTS

Funding for freight related projects is strictly limited to improvements that significantly contributes to the freight systems' economic activity or vitality; relieves congestion the freight system, improves the safety, security, or resilience of the freight system; improvements or preserves the freight system infrastructure; implements technology or innovation to improve the freight system or reduce or avoid its negative impacts; or reduces or avoids adverse community and/or environmental impacts of the freight system.

Freight related projects funded by Alameda CTC must not have the direct purpose or intent to increase the overall system capacity to facilitate the transportation of coal in bulk.

14. PROJECT SELECTION CRITERIA

Project applications that meet the following screening criteria will be considered.

1. Consistency/identified within the most recently adopted Regional Transportation Plan and Countywide Transportation Plan.
2. Consistency/identified within the most recently adopted Countywide Bicycle and Pedestrian Master Plan *(applicable to bicycle/pedestrian improvements).*
3. Provide the minimum match of Alameda CTC's administered funds requested by phase.

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The primary CIP project selection criteria are as follows:

1. Project Need and Benefits: Project clearly defines project needs and how proposed transportation improvement will benefit the intended users at a local and countywide level, and provide a usable segment (as applicable).

   Alameda CTC will consider key project merits and anticipated project performance such as (in no particular order):

   - Congestion Relief: Project's ability to enhance mobility and access by addressing existing and future congestion and travel demands.
   - State of Good Repair: Project's ability to improve the condition of existing transportation facilities or address identified issues if the system is left unimproved.
   - Transportation Significance: Project demonstrates regional or countywide significance towards improving the transportation network, economic competitiveness, and environmental conditions i.e. regional greenhouse gases.
   - Safety and Connectivity: Project's ability to foster a safe, connected, and accessible transportation system for multimodal movement of goods and people.
   - Multimodal Access: Project's ability to contribute to a multimodal transportation system that serves all users, provides transportation choices, and provides greater access to schools, jobs, homes, and transit.
   - Sustainability: Project sponsor identifies funding sources and responsible agency for sustaining and maintaining the project beyond the funding period. Project is identified in a long-term development plan.

2. Project Readiness: Project contains a well-defined funding plan, budget, and schedule. Project has no foreseeable implementation issues, has governing body approval, and is supported by the local community. Applicant clearly identifies the ability to coordinate among appropriate internal and external agencies, and has identified stakeholders. Project with a completed project study report or equivalent scoping document will receive a higher priority consideration for readiness.

3. Matching Funds: Project has secured or committed funding from other funding sources outside of Alameda CTC's funding resources that is beyond the minimum matching requirement.

4. Other fund source specific criteria requirements: Project must meet the program requirements of specific fund sources, such as cost effectiveness calculations or proximity-connectivity to specific areas and user groups. These requirements are specific to the fund source and may change with each programming cycle.

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Projects will be scored on a scale based on the project's expected outcomes and performance, project readiness, sustainability, and leveraging ability. Refer to Exhibit B – Project Selection Criteria for scoring weights for each project selection criteria category. Programming recommendations may not be based strictly on the scoring criteria alone. Consideration will be given towards the requirements of the various Alameda CTC administered fund sources, project delivery requirements, geographic equity, and countywide synergies of proposed improvements.

The project selection criteria will be applied by category mode (bicycle/pedestrian, transit, goods movement, highway, local streets and roads, transit operations, etc.) to provide a direct evaluation of similar investments to one another, i.e. transit projects to transit projects.

15. PERFORMANCE MEASURES AND MONITORING

Project Sponsors must identify and establish project goals, deliverables, and performance measures and intended outcomes that will measure the effectiveness of the investment. Performance measures will be established as part of a project funding agreement between Alameda CTC and the fund recipient.

a. For capital projects, performance indicators may include, but are not limited to, an evaluation of a project's ability to achieve CIP programming priorities, ability to meet specific funding program goals, and reporting on the status and implementation on the project delivery.
b. For operations, performance indicators may include the above, as well as quantifying and monitoring the number of trips, service hours, cost effectiveness, and outreach efforts.

16. POST ALLOCATION REQUIREMENTS

Project Sponsor whom are an awarded Alameda CTC Administered funding allocation are required

- Submit a governing body approval resolution that accepts Alameda CTC funds, confirms local matching commitments, project delivery strategy, and local support for the project in order to entered into a project funding agreement with Alameda CTC.
- Enter into a project funding agreement between the Alameda CTC for approved of allocations of Measure B, Measure BB, VRF, TFCA, and other funds under Alameda CTC purview. Agreements will include project scope, cost, schedule, performance measures, reporting requirements, publicity requirements, audit requirements, task deliverables, effective date of reimbursable costs, etc. The current agreement requirements are located here: https://www.alamedactc.org/app_pages/view/19025.
- Comply with Alameda CTC's Local Business Equity Program requirements: https://www.alamedactc.org/get-involved/contract-equity/

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17. TIMELY USE OF FUNDS AND RESCISSION OF FUNDS

a. Projects must be started within a year of the schedule identified in the executed funding agreement that defines the date of eligible costs and reimbursements. Funds may be rescinded if a project is not started within the established time period.
b. Projects must be completed within three (3) years of the established initiation date, unless a different period is identified in the program guidelines or approved in advance by the Alameda CTC and incorporated into the funding agreement.
c. Projects receiving federal and State funds are to start and expend the program funds within the delivery timeframe required by federal funding requirements.
d. Projects are subject to the specific timely use of funds, policies and provisions pertaining to the specific fund sources allocated to the Project.
e. Failing to meet timely use of funds requirements, fund agreement requirements, funding commitments, project schedules, or applicable regulations could result in loss or withholding of funds. If fund awards are withdrawn, allocations may be disencumbered from a funding agreement and removed from the CIP.
f. Rescinded funds will be returned to the program to be distributed in a future CIP cycle.

18. OTHER REQUIREMENTS

a. Program specific guidelines may supersede the requirements set forth in these CIP programming guidelines.
b. Programming and allocations actions made through the CIP are subject to the current policies and guidelines, as they may be created, revised, or amended from time to time.
c. Request for fund allocations for named 2014 Measure BB capital projects must be made prior to execution a funding agreement. The request for allocation must include at minimum a summary of project costs defined by phase and fund source, and a project schedule for each phase.
d. Alameda CTC may consider on a case-by-case basis exceptions to the programming requirements of the CIP programming principles and guidelines in the event of unanticipated programming actions/funding availability, or if a proposed project has extraordinary project merit, project synergies, or project delivery circumstances that if implemented will result in a significant countywide benefit.

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Exhibit A

Project Categories, Funding Eligibility, and Funding Eligibility

Projects will be separated into project categories by type as part of the project selection and evaluation process to prioritize projects relative to each other. The following table identifies CIP project categories, transportation priorities, and example funding eligibility.

Project Categories, Funding Eligibility, and Priority			Federal		State	Regional and Local									
#	Category and Sample Example Projects *(eligible fund sources are generally identified for the category; some example projects may not directly eligible for the fund source)*	Transportation priorities *(in no particular order)*	STP	CMAQ	STIP	TFCA	Lifeline	MB- MBB-VRF Bike/Ped	MB- MBB-VRF Transit	MB-MBB Paratransit	MBB-VRF Technology	MB-TCD	MBB-Congestion Relief	MBB-CDIP	MBB-Freight Economic
1.	Transit Capital • Capital rehabilitation • Capacity expansion, stations, capital replacement • Safety and Access improvements • Transit Signal Priority (TSP) / Communications	1. Increase transit access and ridership 2. Regional projects in the expenditure plans 3. Projects/need identified in a transit plan 4. Increase frequency or reliability of service operations 5. Facilitates express bus services	X			X	X				X	X		X	
2.	Local Streets and Roads (Arterials) • Major Arterial Performance Initiative Program • Roadway Safety/Traffic Calming • Grade separations • Traffic Signals, ITS/CCTV installations and upgrade • Signal timing and coordination • Complete Streets and Streetscape • Coordination with freeways and ramps • Roadway/Pavement Rehabilitation • Sidewalk installation	1. Regional projects in the expenditure plans. 2. Projects/need identified in Multimodal Arterials Plan 3. Enhances multimodal connectivity and reliability, of transit, bicycle and pedestrian networks. 4. Provides congestion relief and increased mobility	X	X	X	X	X				X	X	X	X	X
3.	Bicycle and Pedestrian • Bike facilities (includes Class 1,2,3, and 4 facilities) • Bike storage capital costs (racks, lockers, cages) • Safety, gap closure, infrastructure improvements • Bicycle and Pedestrian Master Plans and updates • Safe Routes to School improvements/programs	1. Identified in a Countywide Bicycle/Pedestrian Plan 2. Regional projects in the Expenditure Plans 3. Closes gaps in local and countywide bicycle/pedestrian network. 4. Improves safety and connectivity by removing known barriers to access and connections to activity centers, schools, jobs, and transit 5. Bicycle/pedestrian master plans update to improve coordination	X	X		X	X	X				X			
4.	Highway Capital • Interchange, bridge, sound wall, ramp improvements • Bridge improvements • Express lanes	1. Regional projects in the Expenditure Plans 2. Improves safety and connectivity 3. Address state of good repair of transportation system 4. Address congestion and mobility		X							X		X	X	X

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Project Categories, Funding Eligibility, and Priority			Federal		State	Regional and Local									
#	Category and Sample Example Projects *(eligible fund sources are generally identified for the category; some example projects may not directly eligible for the fund source)*	Transportation priorities *(in no particular order)*	STP	CMAQ	STIP	TFCA	Lifeline	MB- MBB-VRF Bike/Ped	MB- MBB-VRF Transit	MB-MBB Paratransit	MBB-VRF Technology	MB-TCD	MBB-Congestion Relief	MBB-CDIP	MBB-Freight Economic
5.	Freight and Economic Development (Goods Movement) • Truck/port/freight operations and goods movement • Airport Facilities, Truck-vehicle parking • Quiet Zone Improvements *Note: Road or highway access improvements will be evaluated under local streets and roads or highway categories.*	1. Regional projects in the Expenditure Plans 2. Projects identified a Goods Movement Plan 3. Reduce conflicts 4. Improve goods mobility and economic development 5. Enhance coordination to distribution centers	X	X							X			X	X
6a.	Transit Operations (non-paratransit) • Fixed route or Shuttle operations and service expansion • Transit priority measures • Congestion Relief Programs • Transit incentive programs (including fare-based)	1. Increase reliability of service operations 2. Increase transit ridership 3. Maintains or expands express bus services 4. Demonstrates operational and funding sustainability	X	X	X	X	X		X					X	
6b.	Paratransit Capital and Operations • ADA Mandated Services • City-based, non-ADA Services • Specialized transportation programs • Capital improvements (accessible vehicles, signage) • Related assessments and plans	1. Maintains or expands existing transportation services designed for seniors and people and disabilities 2. Increases accessibility of transportation services 3. Eliminates gaps in existing services by offering transportation options for seniors and people with disabilities to important travel destinations to meet life needs.	X				X			X				X	
7.	Transportation Demand Management / Education Outreach • Fare incentives – student bus passes • Guarantee Ride Home Program • Technical Assistance • Alternative mode education and incentives • Safe Routes to School or Transit • Parking management	1. Facilitates connectivity to transit 2. Promotes multi-modal transportation and modal shifts away from single occupancy vehicle (SOV) use towards alternative modes, including bicycle/pedestrian and transit. 3. Provides a cost-effective strategy to improve and facilitate access to transit, schools, and job centers.	X	X		X	X		X					X	
8.	LSR / Highway Operations • Traffic Signal Operations, ITS, maintenance • Highway and Bridge Maintenance & Operations	1. Addresses state of good repair of transportation system 2. Addresses congestion and mobility	X	X	X						X		X		
9.	Planning / Studies • Planning studies and implementation • Feasibility or scoping only studies • Modal Plans/Studies • Bicycle and Pedestrian Master Plans	1. Defines project scopes, schedules and expected outcomes 2. Examines feasibility of improvement implementations 3. Contributes to long-rang planning of improvements for future implementation and decision making 4. Supports Transit Oriented Development (TOD) and Priority Development Areas (PDA)	X	X	X			X	X	X	X	X		X	X

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Exhibit B

Project Selection Criteria

Proposed projects will be scored on the basis of applicant responses to the following criteria, as applicable. Additional criterion may be included within this framework based on program needs and funding requirements.

General CIP Criterion	CIP Criterion Description	Score Scale	Criteria Weight
A. Project Readiness	The project has a well-defined funding plan, budget and schedule; implementation of the project or project phase(s) is feasible; governing body approval and community support are demonstrated; and the sponsor demonstrates coordination among internal and external agencies, as applicable.	40	40%
B. Needs and Benefits	The project's needs and benefits are evaluated on combined scoring of B.1 through B.4 below.	50	50%
B.1 General Benefits	The project need is clearly defined and demonstrates how the transportation improvement will benefit intended users by increasing connectivity, improving access, maintaining transportation facilities/equipment, facilitating a clean environment, promoting innovation and contributing to economic growth i.e. CTP Goals.	15	15%
B.2 Access Improvements/ Equity Priority Communities	The project demonstrates a significant impact and benefit to one or more MTC- identified Equity Priority Communities (EPCs). Sponsors may propose projects that are not physically located within the MTC-defined EPC if the application demonstrates a clear and direct benefit to other locally-identified and defined disadvantaged or underserved communities. For example, see Federal Justice 40 Initiative guidance *(See note).*	15	15%
B.3 Safety Benefits	The project enhances transportation safety and includes countermeasures that specifically address demonstrated safety issues.	10	10%
B.4 High Injury Network (HIN)	The project enhances transportation safety on the Countywide Bicycle and/or Pedestrian HINs.	10	10%
C. Matching Funds	Commits other identified funds beyond the minimum match requirement for the phase(s) funds are being requested. Up to 10 points assigned, 2 points earned for every additional 5% match beyond minimum match requirement.	10	10%
	Total	**100**	**100%**

Note:
The federal Justice 40 Initiative interim guidance defines a community as, "either a group of individuals living in geographic proximity to one another, or a geographically dispersed set of individuals, where either type of group experiences common conditions."

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SECTION 2
PROGRAMMING/ALLOCATION GUIDELINES FOR
2014 MEASURE BB
ARTERIALS PROGRAM

PROGRAM SUMMARY

The Arterials Program includes discretionary funding from the 2014 Measure BB Transportation Expenditure Plan (2014 TEP). This program aims to support the arterials in our community that serve as major commute routes for those traveling by transit, auto, bicycle, or foot, and enhance access to jobs, stores, and more through capital infrastructure investments, service operations, and innovative projects. This program focuses on improvements to major roads, bridges, freight corridors, or quiet zones.

The 2014 Measure BB funds shall be allocated and expended in accordance with the requirements of the expenditure plan.

FUND SOURCE

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 TEP outlines projects and programs ("projects") that will be funded with the sales tax revenues. Ten percent (10%) of the net revenue collected is dedicated to funding congestion relief, local bridge, and seismic safety type projects benefiting arterials and roadways that improve the mobility of transit riders, motorists, bicyclists, and pedestrians, as well as the movement of goods to stores and consumers within Alameda County.

Funds will be periodically distributed by Alameda CTC for projects with proven abilities to improve accessibility, enhance operational efficiencies, increase safety, and reduce congestion. Such activities include projects that remove bottlenecks, improve safety, enhance operations, and enhance alternatives to single occupant auto travel in key commute corridors.

As identified in the 2014 TEP, examples of investments and commute corridors eligible for funding include:

- *North County Major Roadways*: Solano Avenue Pavement resurfacing and beautification; San Pablo Avenue Improvements; State Route 13/Ashby Avenue corridor; Marin Avenue local road safety; Gilman railroad crossing; Park Street, High Street and Fruitvale Bridge replacements; Powell Street Bridge widening at Christie; East 14th Street improvements and Oakland Army Base transportation infrastructure improvements.

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- *Central County Major Roadways:* Crow Canyon Road safety improvements, San Leandro local road resurfacing, Lewelling Road/Hesperian Boulevard improvements and Tennyson Road grade separation.

- *South County Major Roadways:* East-west connector in North Fremont and Union City, I-680/I-880 cross connectors, Fremont Boulevard improvements, upgrades to the relinquished Route 84 in Fremont, Central Avenue Overcrossing, Thornton Avenue widening, Mowry Avenue and Newark local streets.

- *East County Major Roadways:* Greenville Road widening, El Charro Road improvements, Dougherty Road widening, Dublin Boulevard widening and Bernal Bridge construction.

- *Countywide Freight Corridors:* Outer Harbor Intermodal Terminal at the Port of Oakland, 7th Street grade separation and roadway improvement in Oakland, as well as truck routes serving the Port of Oakland.

PROGRAMMING AND ALLOCATION PRIORITIES

The Arterials Program seeks to award projects that advance goals identified in the Countywide Multimodal Arterials Plan and as identified in the 2014 TEP. The programming and allocation primary priority shall be towards projects that contribute significantly to furthering countywide mobility along arterials. This program recognizes that concentrating improvements in key arterial corridors will improve access and efficiencies, increase safety, and reduce congestion. In general, competitive projects are those that serve residents from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Regional projects or corridors identified in the Transportation Expenditure Plan**: Priority consideration is given to regional projects that are identified in the Transportation Expenditure Plans.

2. **Projects aligned with needs established in the Multimodal Arterials Plan**: Priority consideration is given to projects that align with the modal priorities and needs as established in the Countywide Multimodal Arterials Plan.

3. **Measure BB Capital Program Delivery Plan:** Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.

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4. **Enhance multimodal connectivity**: Priority consideration is given to projects that enhance the reliability, safety, and connectivity of transit, bicycle and pedestrian networks.

5. **Congestion relief and increased mobility**: Priority consideration is given to projects identified as significantly improving congestion on major commute corridors and facilitating connectivity and travel over multiple jurisdictions.

6. **State of Good Repair**: Priority consideration is given to projects that improve the conditions of existing transportation facilities or address conditions that would otherwise deteriorate if left unimproved.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance mobility, access, safety, and convenience in Alameda County. Arterials Program funds will be available for the example projects in projects that include, but are not limited to the following:

Capital Infrastructure

- Resurfacing and beautification
- Local road safety improvements
- Intersection enhancements
- Traffic/signal operation improvements
- Grade separations and railroad crossings
- Bridge replacements
- Cross connectors
- Truck route improvements
- Quiet zone enhancements
- Education, enforcement and promotion programs

INELIGIBLE PROJECTS

- Freight related projects funded by Alameda CTC must not have the direct purpose or intent to increase the overall system capacity to facilitate the transportation of coal in bulk.

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SECTION 3
PROGRAMMING/ALLOCATION GUIDELINES FOR
2000 MEASURE B, 2014 MEASURE BB, AND VEHICLE REGISTRATION FEE
BICYCLE AND PEDESTRIAN DISCRETIONARY PROGRAM

PROGRAM SUMMARY

The Bicycle and Pedestrian Discretionary Program includes the combined funding from the 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee (VRF) that are available to bicycle and pedestrian improvements. This program aims to support enhanced access and safety for bicyclists and pedestrians through capital infrastructure investments, safety education, outreach promotion, and planning activities.

The 2000 Measure B, 2014 Measure BB, and VRF funds shall be allocated and expended in accordance with the requirements of their respective expenditure plans.

FUND SOURCES

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that supports projects which improve the County's transportation system. Collections began in April 1, 2002 and will continue through March 30, 2022. The 2000 Measure B Transportation Expenditure Plan (2000 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. Five percent (5%) of the net revenue collected is dedicated to bicycle and pedestrian projects. The five percent (5%) is further separated into two distribution categories:

- 75 percent (75%) of the funds are formula Direct Local Distributions to Alameda County cities and County based on population; and
- 25 percent (25%) of the funds are distributed on a discretionary basis through the Measure B Bicycle and Pedestrian Countywide Discretionary Fund.

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects that will be funded with the sales tax revenues. Eight percent (8%) of the net revenue collected is dedicated to bicycle and pedestrian infrastructure and safety projects that support projects that encourage people to bike and walk, as designated below:

- Three percent (3%) or $264 M is directed towards the Completion of Three Major Trails - Iron Horse Trail, Bay Trail, and the East Bay Greenway Corridor; and

- Three percent (3%) is formula allocated as Direct Local Distributions to Alameda County cities and County based on population; and
- Two percent (2%) of the funds are distributed on a discretionary basis through the Measure BB Bicycle and Pedestrian program for regional projects and trail maintenance. Funds in this category includes use for Countywide Bicycle and Pedestrian coordination.

Vehicle Registration Fee

Measure F, approved by Alameda County voters in November 2010, authorizes a ten dollar ($10) per year vehicle registration fee. Collections for the VRF program began in May 2011. The goal of the VRF program is to support transportation investments that maintain and improve the County's transportation network and promote the reduction of vehicle-related emissions through congestion relief, alternative transportation, or innovative transportation strategies. Five percent (5%) of the VRF funds are dedicated to the VRF Pedestrian and Bicycle Access and Safety Program, which goal is to improve the safety of bicycles and pedestrians by reducing conflicts with motorized vehicles, create safety access to activity centers, and improve connectivity of the transportation network.

PROGRAMMING AND ALLOCATION PRIORITIES

The Bicycle and Pedestrian Discretionary Program seeks to award projects that advance countywide bicycle and pedestrian goals as identified in the Alameda CTC's Countywide Bicycle and Pedestrian Plans, and the Measure B, Measure BB, and VRF expenditure plans. The Alameda CTC's Countywide Bicycle and Pedestrian Plans identifies a priority vision system consisting of projects, corridors, and improvement initiatives that are the most significant from a countywide perspective. This priority system will guide and focus the programming and allocations of the bicycle/pedestrian program funds.

Priority (in no particular order) is given to projects as follows:

1. **Capital Infrastructure**: A minimum of 70 percent (70%) of available program funds during a given programming cycle will be specifically allotted to capital infrastructure investments.

2. **Non-infrastructure**: Up to 30 percent (30%) of available program funds during a given programming cycle may be used for non-infrastructure improvements including program operations, plans, and studies.

3. **Identified in the Countywide Bicycle and Pedestrian Plans**: Priority consideration is given to bicycle and pedestrian projects identified as a countywide priority in Alameda CTC's Countywide Bicycle and Pedestrian Plans.

4. **Regional projects in the Expenditure Plans**: Priority consideration is given to regional projects that are identified in the Transportation Expenditure Plans. This includes projects identified in the Alameda CTC's Measure BB Capital Project Delivery Plan.

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5. **Gap Closure**: Priority consideration is given to projects that close gaps in local and countywide bicycle/pedestrian network.

6. **Safety and Connectivity**: Priority consideration is given to projects that improve connections to activity centers, schools, jobs, and transit by addressing and removing known barriers to access and connecting multiple jurisdictions and/or planning areas.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance bicycle and pedestrian access, convenience, safety and usage in Alameda County.

Bicycle and Pedestrian Discretionary Program funds will be available for projects that include, but are not limited to the following:

Capital Infrastructure

- Sidewalks and multi-use paths
- Bikeways and pedestrian facilities
- Crossing improvements (at intersections, interchanges, railroad, freeway)
- Bicycle and pedestrian signals
- Bicycle lockers, racks and parking facilities
- Signage, lighting, railing and other accessibility improvements for bicyclists/pedestrians
- Traffic calming devices
- Bicycle/pedestrian access improvements to and from transit facilitates, and schools
- Gap closure projects that link and build upon the existing bicycle/pedestrian network
- Bicycle/pedestrian components of complete streets and streetscape improvements
- Capital maintenance such as pavement rehabilitation, infrastructure replacement or upgrades that extend or replenish a facility's useful life.

Non-infrastructure

- Bicycle and Pedestrian Master Plans
- Feasibility or scoping only studies for capital projects
- Safe routes to school program operations
- Crossing guard programs
- Safety education, training, enforcement, and promotional programs

INELIGIBLE PROJECTS

- Routine maintenance of roadway facilitates with bicycle/pedestrian infrastructure

- Routine maintenance of multi-use pathways and bike facilities including maintenance staff, trash cleanup, graffiti removal, vegetation removal, small pavement sealing/resurfacing, and lighting repairs.
- Ongoing facility operations (e.g. attended bicycle parking)

OTHER REQUIREMENTS/FUNDING RESTRICTIONS

Measure BB Funds – Completion of Three Major Trails

- Measure BB funds identified ($264 M) for the Completion of Three Major Trails Funds in the 2014 Transportation Expenditure Plan are limited to capital construction and/or capital maintenance projects that enhance the East Bay Greenway from Oakland to Fremont, Bay Trail Gap Closure and Access Projects, and Iron Horse Trail Gap Closure and Access Projects. Priority funding consideration is given to projects that directly enhance the regional bicycle/pedestrian transportation network pertinent to these three trails, and as envisioned and prioritized in the Alameda CTC's Countywide Bicycle and Pedestrian Plans, and other countywide plans.
    - Eligible projects
        - Capital infrastructure projects that address gaps and connectivity issues, safety and accessibility concerns, and capital maintenance needs such as pavement rehabilitation, infrastructure replacement or upgrades that extend or replenish a facility's useful life to and from these three major trails.
    - Ineligible projects
        - Routine maintenance of multi-use pathways and bike facilities including maintenance staff, trash cleanup, graffiti removal, vegetation removal, small pavement sealing/resurfacing, and lighting repairs.
        - Bicycle/pedestrian education, outreach, and promotional programs.

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SECTION 4
PROGRAMMING/ALLOCATION GUIDELINES FOR
2014 MEASURE BB
COMMUNITY DEVELOPMENT INVESTMENT PROGRAM

PROGRAM SUMMARY

The Community Development Investment Program (CDIP) will support existing and new transportation infrastructure improvements that will enhance access and provide increased connectivity to and between job centers, schools, transportation facilities, community centers, and residential developments. Investments include capital projects, programs, plans and studies which serve to achieve the objectives of the CDIP, including but not limited to improvements to BART station facilities, bus transfer hubs, bicycle/pedestrian infrastructure, local streets and roads, and transit that facilitate transit-oriented growth.

The 2014 Measure BB funds shall be allocated and expended in accordance with the requirements of the expenditure plans.

FUND SOURCE

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. The 2014 TEP establishes a total of 4 percent of net sales tax revenue, for the development and implementation of the program. CDIP investments are intended to enhance access and safety around transit stations and hubs, and to support station area development and transit-oriented development at the station areas listed in the 2014 TEP.

PROGRAMMING AND ALLOCATION PRIORITIES

The Community Development Investment Program seeks to award projects that advance access and connectivity to transit as identified in the Measure BB expenditure plan. The programming and allocation primary priority shall be towards projects that contribute significantly to furthering community connectivity to transit, schools and job centers. In general, competitive projects are those that enhance connectivity from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Capital Infrastructure**: A minimum of 70 percent (70%) of available program funds in a given programming cycle will be specifically allotted to capital infrastructure investments.

2. **Non-infrastructure**: Up to 30 percent (30%) of available program funds in a given programming cycle may be used for non-infrastructure improvements including program operations, shuttle operations, plans, and studies.

3. **Increase Access and Connectivity:** Priority consideration will be given to projects that significantly improve access and connectivity to transit, jobs and schools.

4. **Leveraging Funds**: Projects that demonstrate program sustainability by leverage and secure external funding commitments beyond the minimum matching requirement.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance access and safety around transit stations, hubs, and transit-oriented development.

CDIP funds will be available for projects that include, but are not limited to the following:

Capital Infrastructure

- Transit station improvements including plazas, station access, pocket parks, parking facilities
- Local streets and road improvements including streetscape projects associated with high density developments and near transit facilities with sample elements such as pedestrian street lighting, bulb outs, crosswalk and sidewalk improvements, new striping for bicycle lanes and road diets, way finding signage and bus shelters.
- Bicycle and pedestrian improvements including bikeways and bike-transit facilities, bicycle/pedestrian paths and bridges, safe routes to transit, bicycle parking.
- Park-and-ride facility improvements
- Passenger rail station access and capacity improvements
- Development and implementation of transit priority treatments on local roadways
- Equipment and rolling stock such as equipment that is attached to a facility and integral to the benefit of the facility (i.e. EV charging stations)

Non-infrastructure

- Planning studies
- Feasibility or scoping only studies for capital projects
- Transit and shuttle operations
- Transit incentive programs (including fare-based)

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- Safety education, training, enforcement, and promotional programs

INELIGIBLE PROJECTS

- Vehicle purchases and vehicle maintenance
- Studies that extend beyond Alameda County other than to establish contributing impacts
- Routine maintenance of capital facilities
- Promotional program giveaways including food, etc.
- Transit and shuttle operations must not directly duplicate existing services, but may enhance services and should be coordinated with existing services and transit operators to the extent feasible.

OTHER REQUIREMENTS

- Shuttle operations will be limited to a maximum award of $500,000 per year, and will require a 75 percent (75%) match.
- Plans and Studies will be limited to a maximum award of $100,000, and will require a 50 percent (50%) match.

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SECTION 5
PROGRAMMING/ALLOCATION GUIDELINES FOR
2000 MEASURE B, 2014 MEASURE BB, AND VEHICLE REGISTRATION FEE
FREIGHT AND ECONOMIC DEVELOPMENT PROGRAM

PROGRAM SUMMARY

The Freight and Economic Development Program includes discretionary funding from the 2014 Measure BB Program, which aims to develop innovative approaches to moving goods in a safe and healthy environment in support of a robust economy.

The 2014 Measure BB funds shall be expended in accordance with the requirements of the expenditure plan.

FUND SOURCES

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. One percent (1%) of the net revenue collected is dedicated to funding improvements that support moving goods in a safe and healthy environment in support of a robust economy as part of the Traffic Relief on Highways Type (Highway Program) included in the 2014 TEP.

Funds will be periodically distributed by Alameda CTC for projects with proven abilities to accomplish the goals listed below:

- Enhance the safe transport of freight by truck or rail in Alameda County, including projects that reduce conflicts between freight movement and other types of transportation
- Improve reduction of greenhouse gas production in the transport of goods
- Mitigate environmental impacts of freight movements on residential neighborhoods
- Enhance coordination between the Port of Oakland, the Oakland Airport, and local jurisdictions for the purposes of improving the efficiency, safety, and environmental impacts of freight operations

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PROGRAMMING AND ALLOCATION PRIORITIES

The Freight and Economic Development Program seeks to award projects that advance freight related goals identified in the Countywide Goods Movement Plan and as identified in the 2014 TEP. The programming and allocation primary priority shall be towards projects that contribute significantly to furthering countywide safety and coordination of goods movement. In general, competitive projects are those that enhance safety and connectivity of freight services from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Projects in the Expenditure Plans:** Priority consideration is given to projects that are identified in the Transportation Expenditure Plans. Funding from this category will be done in coordination with the Highway Program in the following section to support related transportation projects and corridor investments, where applicable.

2. **Measure BB Capital Program Delivery Plan:** Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.

3. **Projects aligned with needs established in the Goods Movement Plan**: Priority consideration is given to projects that align with the modal priorities and needs as established in the Countywide Goods Movement Plan.

4. **Reduce conflicts:** Priority consideration is given to projects that reduce conflicts between goods movement, passenger transportation, and local communities, and that improve safety.

5. **Improve goods mobility and economic development:** Priority consideration is given to projects that positively affect truck mobility and accessibility.

6. **Enhance coordination:** Priority consideration is given to projects that mitigate impacts on neighborhoods and enhance coordination between freight distribution centers.

ELIGIBLE PROJECTS

Eligible projects include improvements that accomplish the program's objective to improve mobility and coordination of freight and goods to and from Alameda County. Projects must directly address a specific freight coordination issue or goods movement need.

The Freight and Economic Development program will be available for projects that include, but are not limited to the following:

- Highway interchange improvements that address freight or passenger delays

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- Technology programs that address smart operations and deliveries
- Rail infrastructure capacity improvements on freight rail lines
- Gateway infrastructure improvements
- Impact reduction programs
- Local truck route enhancements
- Goods movement planning support
- Quiet Zone Improvements
- Airport Facilities
- Truck vehicle parking
- Truck/port/freight/operations

INELIGIBLE PROJECTS

- Projects that do not directly benefit or facilitate freight and goods movement in Alameda County.
- Projects that do not meet the goals and objectives of this program.
- Freight related projects funded by Alameda CTC must not have the direct purpose or intent to increase the overall capacity to facilitate the transportation of coal in bulk.

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SECTION 6
PROGRAMMING/ALLOCATION GUIDELINES FOR
2014 MEASURE BB
HIGHWAY PROGRAM

PROGRAM SUMMARY

The Highway Program seeks to implement projects as identified in the Measure BB 2014 Transportation Expenditure Plan (2014 TEP). The expenditure plan identifies specific highway and freight corridors and improvements on I-80, SR-84, I-580, I-680, and I-880 that would address infrastructure gaps and facilitate greater access, congestion relief and goods movement. The 2014 TEP identifies specific projects for each of the highway corridors in the amount of $600M, with an additional one percent (1%) of net revenue or approximately $77M specifically targeted towards improvements that improve goods movement. Projects were based on project readiness, local priority, and the ability to leverage current investment and funds. Alameda CTC aims to prioritize the specific investments that demonstrate an ability to move forward in project implementation and delivery. A number of eligible projects, or candidate projects will be selected for funding based on their contribution to maximizing the connectivity, reliability, and efficiency of the transportation system, while also providing congestion relief and facility improvements.

FUND SOURCES

2014 Measure BB

Measured BB, approved by Alameda County in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 TEP outlines projects and programs that will be funded with the sales tax revenues. The 2014 TEP identifies $600 million for specific highway capital improvements with an additional one percent (1%) of net revenue or approximately $77 million, targeted specifically for the Freight and Economic Development Program that supports goods movement related improvements.

Funds will be periodically distributed by Alameda CTC for projects that will make the existing highway system safer, more efficient, and effective by:

- Removing bottlenecks at interchanges and other hot spots
- Improving efficiency by providing HOV/HOT/Express Lanes and operational improvements, and integrating Intelligent Transportation System (ITS) strategies
- Providing connectivity/accessibility between goods, markets, and employment centers
- Complementing other modes of transportation and integrating complete street features
- Completing gaps in the system
- Improving air quality by reducing pollution and greenhouse gas emissions

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The 2014 Measure BB funds shall be expended in accordance with the requirements of the expenditure plan.

PROGRAMMING AND ALLOCATION PRIORITIES

The Highway Program seeks to award projects that improve the safety and efficiency of Alameda County's highway system, as specifically identified in the 2014 TEP. The programming and allocation primary priority shall be towards projects that contribute significantly towards addressing safety, access and infrastructure gaps, while also furthering countywide efficiencies and coordination of goods movement. In general, competitive projects are those that enhance safety and connectivity of freight services from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Projects in the Expenditure Plans:** Priority consideration is given to projects that are identified in the 2014 TEP and earmarked for certain Measure BB amounts. Priority consideration is provided to projects that are specifically named or referenced in the group category and that have already started various project development phases such as scoping, preliminary engineering, design, and environmental.

2. **Improve Safety:** Priority consideration is given to projects that improve safety among vehicles, bicycles and/or pedestrians, on major truck routes, and the safety of maintenance and operational workers.

3. **Measure BB Capital Program Delivery Plan:** Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.

4. **Improve mobility and provide congestion relief:** Priority consideration is given to projects that positively affect transportation mobility and accessibility. This includes the removal of bottlenecks at the interchange locations and other hot spots identified, improving efficiency by providing additional capacity via HOV/HOT/Express and operational improvements, and reducing travel times (peak hour vehicle delays and average vehicle delays).

5. **Enhance Connectivity/Access Improvements**: Priority consideration is given to projects that provide connectivity and accessibility between goods and markets, ports, major businesses and employment centers

6. **System Reliability:** Priority consideration is given to projects that maximize connectivity, and provide congestion relief, gap closures, and contribute to improving environmental conditions i.e. air quality.

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ELIGIBLE PROJECTS

Eligible projects include improvements that accomplish program's objectives to improve efficiency, remove bottlenecks, and increase access on the highway system to and from Alameda County. The Highway Program funds will be available for projects that include, but are not limited to the following:

- Highway projects and corridors identified in the 2014 TEP from the following investment categories:
  - I-80 Improvements
  - I-580 Improvements
  - I-680 Improvements
  - I-880 Improvements
  - I-880 Improvements
  - SR-84 Improvements
- Highway related improvements that provide congestion relief, increase safety, access, and enhances mobility of vehicles and goods movement operations.

INELIGIBLE PROJECTS

- Projects that do not directly benefit transportation in Alameda County.
- Projects that do not have a direct nexus or beneficial impact to the identified highway corridors.
- Projects that do not meet the goals and objectives of this program.
- Freight related projects funded by Alameda CTC must not have the direct purpose or intent to increase the overall capacity to facilitate the transportation of coal in bulk.

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SECTION 7
PROGRAMMING/ALLOCATION GUIDELINES FOR 2000 MEASURE B AND 2014 MEASURE BB PARATRANSIT DISCRETIONARY GRANT PROGRAM

PROGRAM SUMMARY

The Paratransit Discretionary Grant Program includes the discretionary funding from the 2000 Measure B and the 2014 Measure BB paratransit programs as a unified grant program. The 2000 Measure B and 2014 Measure BB funds shall be expended in accordance with the requirements of the guiding expenditure plans.

FUND SOURCES

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that supports multiple projects and programs to improve the County's transportation system. Collections began on April 1, 2002 and will continue through March 30, 2022. The 2000 Measure B Transportation Expenditure Plan (2000 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. A total of 10.45 percent (10.45%) of net MB revenue is directed towards projects intended for seniors and people with disabilities (Paratransit). The 10.45 percent (10.45%) is further split, as follows:

- 9.02 percent (9.02%) of net revenues are Direct Local Distributions (DLDs) to Alameda County cities, County and Transit Operators as follows:
    - 5.63 percent (5.63%) are DLDs directed towards the East Bay Paratransit Consortium (AC Transit and BART) for Americans with Disabilities Act (ADA) mandated paratransit services; and
    - 3.39 percent (3.39 %) are DLDs directed towards Alameda County cities and County for paratransit services based on a funding formula with population and other factors. The formula is recommended by the Alameda CTC's Paratransit Advisory and Planning Committee (PAPCO) and approved by the Commission.
- 1.43 percent (1.43%) of net revenues are distributed on a discretionary basis, based on a funding recommendation by PAPCO and approved by the Commission. Funds in this category includes use for countywide paratransit programs administered by the Alameda CTC.

2014 Measure BB

Measure BB, approved by Alameda County voters in 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects that will be funded with the sales tax revenues. Ten percent (10%) of net revenue collected is dedicated to paratransit projects targeted towards seniors and people with disabilities (Paratransit), as follows:

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- Six percent (6%) of net revenue is directed towards the East Bay Paratransit Consortium (AC Transit and BART) for ADA-mandated services.
- Three percent (3%) of net revenue are DLDs directed towards Alameda County cities and County for paratransit services, as follows:
    - A funding formula based on the percentage of the population over age 70 in each of four planning areas; and
    - Funds can be further allocated within each planning area to the individual cities based on a formula recommended by PAPCO and approved by the Commission.
- One percent (1%) of net Measure BB revenues are administered by the Alameda CTC and directed towards coordinating services across jurisdictional lines or filling gaps in the system to meet the mobility needs of seniors and people with disabilities. Funds in this category includes use for countywide paratransit programs administered by the Alameda CTC.

PROGRAM GOALS

Discretionary grant funding will be focused on mobility management types of activities that improve consumers' ability to access services, improve coordination between programs, and/or address gaps in the transportation system. The Program is designed to complement DLD funding which is dedicated to more traditional trip-provision services (e.g. taxi subsidies, door-to-door services, etc.). Mobility management activities aim to:

- Enhance people's travel options and access to services
- Promote awareness and education
- Effectively communicate/disseminate information to the public
- Improve coordination and partnerships
- Address critical gaps in the transportation system for seniors and people with disabilities
- Encourage seniors and people with disabilities who are able to use fixed-route public transit to do so
- Meet needs cost effectively and efficiently

Capital improvements and equipment purchases are also eligible if directly related to the implementation of mobility management and meet other criteria, e.g. transit stop improvements that support improving access to public transit for seniors and/or people with disabilities.

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PROGRAMMING AND ALLOCATION PRIORITIES

Priority (in no particular order) is given to projects as follows:

1. **Identified in a Countywide or Regional Plan or Assessment:** Identified as a countywide and/or regional priority in a relevant plan or needs assessment such as the Alameda Countywide Transit Plan, Assessment of Mobility Needs of People with Disabilities and Seniors in Alameda County (Alameda County Needs Assessment), MTC Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) or other relevant countywide or regional plan or needs assessment.
2. **Multi-jurisdictional Projects:** Identified projects that provide service across jurisdictional boundaries.
3. **Projects that provide critical, same-day accessible transportation service throughout Alameda County.**
4. **Other priorities** as recommended by PAPCO: PAPCO may periodically recommend other Program funding priorities.

ELIGIBLE PROJECTS

- **Mobility Management Type Programs**
  - Travel training
  - Trip planning assistance to improve access
  - One-Call/One-Click type programs
  - Volunteer driver programs
  - Coordination of service provision at the planning area level or countywide (separate from the cost of traditional trip provision, e.g. the administration costs for a planning area-wide program)
  - Transportation programs that fill unique and/or critical needs and gaps that are not filled through traditional trip-provision models

- **Capital Projects/Procurement**
  - Capital improvements and equipment purchases are eligible if directly related to the implementation of a project within an eligible category, including but not limited to:
    - Transit stop improvements that support improving access to public transit for seniors and/or people with disabilities
    - Accessible vehicle and equipment purchase
    - Capital projects to improve accessibility at shuttle stops.

This funding is not intended for ADA-mandated or City-based services that would traditionally be funded through DLD allocations. Sponsors are encouraged to submit programs that will benefit more than one city or otherwise illustrate advancement of coordination and mobility management goals.

Eligible projects must conform to the Commission-adopted *Implementation Guidelines for Paratransit Programs funded through Measure B and Measure BB*.

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Refer to the *Implementation Guidelines for Paratransit Programs* for detailed eligibility requirements and service descriptions here: http://www.alamedactc.org/app_pages/view/19025.

INELIGIBLE PROJECTS

- Projects that do not conform to the Commission-adopted *Implementation Guidelines for Paratransit Programs funded through Measure B and Measure BB*.
- Capital projects, programs, maintenance, or operations that do not directly improve paratransit services.
- Using Program funds to replace/supplant other secured funding.

EVALUATION FRAMEWORK

PAPCO has historically supported projects and programs that:

- Demonstrate effectiveness at meeting mobility management goals
- Project sufficient demand for the program/service/project
- Are ready for implementation
- Provide service across jurisdictional boundaries
- Demonstrate coordination and collaboration with other service providers in their planning area
- Are effective, according to adopted performance measures and past performance (where applicable) or projected performance supported by substantive evidence of potential for success
- Are cost effective
- Leverage funds (including DLD reserves)
- Have been identified as a priority in relevant countywide or regional plans or needs assessments such as the Alameda Countywide Transit Plan, the Alameda County Needs Assessment, or the Coordinated Plan
- Support equitable distribution of resources throughout the County

PROGRAM REQUIREMENTS

Applicants should review requirements in the full CIP guidelines.

Maximum Grant Size
The maximum grant size is $500,000; there is no minimum grant size.

Minimum Matching Requirements
Minimum Matching requirements for applicants are as follows:

- Programs: 12% local match for DLD recipients, and 5% for non-DLD recipients.
- Plans and Studies: 50% local match
- Shuttle and transit operations: 50% local match
- “In-kind” costs are not eligible.

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- Matching funds must be expended concurrently and proportionally to the Alameda CTC's administered funds allocated to the phase for the project.
- DLD recipients must demonstrate a commitment to using their DLD reserves and new Measure BB DLD funds.
- Matching funds contributed to a project beyond the minimum required level may increase the competitiveness of the application.

Letter(s) of Support

All applicants must work in coordination with other service providers in their planning area. To demonstrate this support:

- Applicants must describe how they are coordinating with local jurisdictions, transit agencies, and non-profit organizations to fill service gaps and complement existing services.
- Non-profit organizations are required to provide a letter(s) of support from a local agency and/or transit provider to confirm service coordination and project support.
- All applicants are encouraged to provide letters from partners to demonstrate community support and coordination.

To establish partnerships, contact information for Measure B and Measure BB recipients of paratransit Direct Local Distribution (DLD) funds can be accessed at http://accessalameda.org/category/cities/.

Monitoring and Performance Measures

- Progress reports will be required every six (6) months illustrating program/project progress and funds spent.
- Applicants must identify program/project goals, deliverables, and performance measures that will be reported on in these progress reports.

RESOURCES

Resources for the CIP call for project nominations, including a link to the online application can be accessed from the Alameda CTC's website at: http://www.alamedactc.org/app_pages/view/19025.

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SECTION 8
PROGRAMMING/ALLOCATION GUIDELINES FOR
2014 MEASURE BB AND VEHICLE REGISTRATION FEE
TECHNOLOGY, INNOVATION, AND DEVELOPMENT PROGRAM

PROGRAM SUMMARY

The Technology, Innovation, and Development Program includes the discretionary funding primarily from the 2014 Measure BB. However, funds identified for the Vehicle Registration Fee (VRF) Local Technology Program may be made available upon availability, at the discretion of the Alameda CTC, to meet the overall goals of the Technology, Innovation, and Development Program. Projects funded through the program shall support innovative development and application of technologies that enhance the performance of a multimodal transportation system.

The 2014 Measure BB and VRF funds shall be allocated and expended in accordance with the requirements of their respective expenditure plans.

FUND SOURCES

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects that will be funded with the sales tax revenues. One percent (1%) of the net revenue collected is dedicated to funding innovative approaches to meet the County's transportation vision, emphasizing the use of new and emerging technologies to better manage the transportation system. Successful models will receive the first priority for funding from this category.

Funds will be distributed periodically by Alameda CTC for projects with proven abilities to accomplish the goals listed below:

- Increase utilization of non-auto types of transportation or to increase the occupancy of autos with the goal of reducing congestion, air pollution, and greenhouse gas production.
- Reduce transportation-related greenhouse gases through the utilization of a cleaner vehicle fleet including alternative fuels and/or locally produced energy.
- Use demand management strategies designed to reduce congestion, increase use of non-auto transportation, manage existing infrastructure and reduce greenhouse gas emissions.
- Inform consumers of their transportation choices and improve the efficiency or effectiveness of the county's transportation system.

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- Manage parking supply to improve availability and utilization, and to reduce congestion and greenhouse gas production.
- Support environmental mitigation for transportation projects including land banking.

Grant awards will emphasize demonstrations or pilot projects which can leverage other funds.

Vehicle Registration Fee

Measure F, approved by Alameda County in November 2010, authorizes a ten dollar ($10) per year vehicle registration fee. Collections for the VRF Program began in May 2011. The Measure F Transportation Expenditure Plan outlines projects that will be funded with VRF receipts. The goal of the VRF program is to support transportation investments that maintain and improve the County's transportation network and promotes the reduction of vehicle-related emissions through congestion relief, alternative transportation, or innovative transportation strategies.

Five percent (5%) of net VRF funds are dedicated to the VRF Local Transportation Technology Program. This program aims to improve the performance of road, transit, pedestrian and bicyclist technology applications, and would accommodate emerging vehicle technologies such as electric and plug-in-hybrid vehicles. On January 23, 2014, the Alameda CTC adopted a VRF Local Transportation Technology Program Policy to direct the administration of the Local Transportation Technology Program as a Direct Local Distribution (DLD) program to the Alameda CTC. The goal of this policy is to create a reliable source of funding to support ongoing operational requirements and cost incurred by the Alameda CTC for technology related capital investments that benefit traffic corridors in Alameda County such as the "Smart Corridors Program" and other significant countywide technology programs implemented by the Alameda CTC.

PROGRAMMING AND ALLOCATION PRIORITIES

The Technology, Innovation, and Development Program seeks to award projects that contribute significantly to furthering countywide technological advancement and innovation related enhancing the transportation system through new and emerging research, assets, capital investments, applications, and technological based transportation strategies. In general, competitive projects are those that serve more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Capital Infrastructure**: A minimum of 70 percent (70%) of available program funds in a given programming cycle will be specifically allotted to capital projects for infrastructure investments.

2. **Non-infrastructure**: Up to 30 percent (30%) of available program funds in a given programming cycle may be used for non-infrastructure improvements program operations, shuttle operations, plans, and studies.

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3. **New and Innovative Approaches**: Priority consideration is given to projects and programs that employ "out-of-the box" approaches to improving the transportation infrastructure and transit services.

4. **Regional projects in the Expenditure Plans**: Priority consideration is given to regional projects that are identified in the transportation expenditure plans. Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.

5. **Increase transit access and ridership**: Priority consideration is given to projects and programs that promote access, use, and connectivity to the transit system and services in Alameda County and throughout the region, by identifying mobility-enhancing practices and technologies that promote multi-modal connectivity, provide transportation options, and improve the transit user's experience.

6. **Asset Innovation and Management**: Priority consideration is given to projects and programs ("projects") that identify innovative and sustainable use of transit vehicles, transit operations, and services including the employment of new technologies or technology-based strategies and partnerships.

7. **Enhance Efficiency of moving people and goods**: Priority consideration is given to projects that create greater mobility and reliability of the transportation system through the application of innovative technologies and practices that create sustainable movement of people and goods that increase economic vitality for the county.

8. **Increase in Safety**: Priority consideration is given to projects that increase safety of the transportation system through safety-enhancing practices, technologies, and programs.

ELIGIBLE PROJECTS

Eligible projects include planning, development, implementation, and maintenance of technology that will best serve Alameda County's transportation goals

Technology, Innovation, and Development Program funds will be available for projects that include, but are not limited to the following:

- Development, installation, operations, monitoring and maintenance of local street and arterial transportation management technology such as the "Smart Corridors Program", traffic signal interconnection, transit and emergency vehicle priority, advanced traffic management systems and advanced traveler information systems
- Infrastructure for alternative vehicle fuels such as electric and plug-in-hybrid vehicle stations

- New or emerging transportation technologies that provide congestion or pollution mitigation
- Technology implementation to improve freight system infrastructure, reliability, and/or to reduce community or environmental impacts related to freight improvements.
- Advanced signal technology for walking and bicycling
- Traveler information systems
- Advanced safety systems including infrastructure improvements that support vehicle-to-vehicle and vehicle-to-infrastructure communication, technologies associated with autonomous vehicles, and other collision avoidance technologies
- Mobile applications that facilitates greater transportation access, car sharing, and user ability (enhanced information availability, connectivity to transit, user experience).
- Advanced public transportation technologies that assist public transportation operators or other shared mobility entities in managing and optimizing public transportation and mobility services. This includes remote fleet monitoring systems, coordinated communication systems, and applications that support transit connectivity, data collection, information sharing, and mobility sharing.

INELIGIBLE PROJECTS

- Projects that do not directly benefit or are inaccessible to the public.
- Projects that do not meet the goals and objectives of this program.
- Freight related projects funded by Alameda CTC must not have the direct purpose or intent to increase the overall system capacity to facilitate the transportation of coal in bulk, pursuant to Government Code Section 14525.3.

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SECTION 9
PROGRAMMING/ALLOCATION GUIDELINES FOR
2000 MEASURE B, 2014 MEASURE BB, AND VEHICLE REGISTRATION FEE
TRANSIT PROGRAM

PROGRAM SUMMARY

The Transit Program includes the combined discretionary funding from the 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee (VRF) Express Bus and Transit. This program aims to support create, expand and enhance access to transit through capital infrastructure investments, service operations, and innovative transit projects. The 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee funds shall be expended in accordance with the requirements of their respective expenditure plans.

FUND SOURCES

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that that supports multiple investments to improve the County's transportation system. Collections began in April 1, 2002 and will continue through March 30, 2022. The 2000 Measure B Transportation Expenditure Plan (2000 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. 0.7 percent (0.7%) of the net revenue collected is dedicated to express bus service projects. The goal of the Express Bus Grant Program is to create, expand, and enhance express bus services, focusing on projects with countywide significance. Measure B funds will be available to fund eligible AC Transit and LAVTA projects only.

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects ("projects") that will be funded with the sales tax revenues. 2.24 percent (2.24%) of the net revenue collected is dedicated to funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this funding category.

Vehicle Registration Fee

Measure F, approved by Alameda County voters in November 2010, authorizes a ten dollar ($10) per year vehicle registration fee. Collections for the VRF Program began in May 2011. The Measure F Transportation Expenditure Plan outlines projects that will be funded with VRF receipts. The goal of

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the VRF program is to support transportation investments that maintain and improve the County's transportation network and promote the reduction of vehicle-related emissions through congestion relief, alternative transportation, or innovative transportation strategies. Twenty-five percent (25%) of the VRF funds are dedicated to the VRF Transit for Congestion Relief Program. The goal of the program is to make it easier for drivers to use public transportation, make the existing transportation system more efficient and effective, improve access to schools and jobs, decrease automobile usage and air pollution, and to provide countywide congestion relief.

PROGRAMMING AND ALLOCATION PRIORITIES

The Transit Program seeks to award projects that advance transit related goals identified in the Countywide Transit Plan and as identified in the Measure B, Measure BB, and VRF expenditure plans. The programming and allocation primary priority shall be towards projects that contribute significantly to furthering countywide access to and expansion of transit services. In general, competitive projects are those that serve residents from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Capital Infrastructure**: A minimum of 70 percent (70%) of available program funds in a given programming cycle will be specifically allotted to capital infrastructure investments.

2. **Non-infrastructure**: Up to 30 percent (30%) of available program funds in a given programming cycle may be used for non-infrastructure improvements including program operations, shuttle operations, plans, and studies.

3. **Increase transit access and ridership**: Priority consideration is given to transit projects that promote access, use, and connectivity to transit services and the transit system in Alameda County and throughout the region.

4. **Regional projects in the Expenditure Plans**: Priority consideration is given to regional projects that are identified in the expenditure plans and Countywide Transit Plans (CTP).

5. **Projects aligned with needs established within the Transit Plan**: Priority consideration is given to projects that align with the goals and investment priorities within the Alameda CTC's Transit Plan or similar long-range planning studies.

6. **Reliability of Service Operations**: Priority consideration is given to projects that address regionally significant transit issues and maintain and improve reliability, frequency, and cost effectiveness of operational services.

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7. **Express Bus Services**: Priority consideration is given to Express Bus Services that have countywide significance. In general, projects must service residents from more than one specific area or jurisdiction in Alameda County, or demonstrate how more than one area is served as a result of transit connections that go beyond one planning area.
   Express Bus Service is defined as either:
   a. Service within zones with a defined pick-up area, nonstop express bus service, and a defined drop-off zone, or
   b. Service that provides a simple route layout, has frequent service and fewer stops than regular fixed route service, and may include level boarding, bus priority at traffic signals, signature identification of rapid bus such as color-coded buses, stops, and enhanced stations.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance transit access, convenience, and service operations in Alameda County. Alameda CTC's evaluation process will consider the balance of all project types, and prioritize improvements relative to each other (i.e. capital projects to capital projects, operations to operations, study to study), as feasible and practical.

Transit Program funds will be available for projects that include, but are not limited to the following:

- Transit service expansion and preservation to provide congestion relief, such as express bus service in a congested area
- Development and implementation of transit priority treatments on local roadways
- Student transit pass programs identified through the affordable student transit program with models benefiting junior and high school youth riders
- Investments to improve the speed and reliability of transit operations
- Park-and-ride facility improvements
- Increased usage of clean transit vehicles
- Increased usage of low-floor transit vehicles
- Passenger rail station access and capacity improvements
- Routine bus maintenance
- Feasibility or scoping only studies for capital projects
- Safe routes to school operations
- Safety education, enforcement, and promotional programs
- Transit incentive programs (including fare-based)
- Express Bus Services including capital expenses and operations. Ongoing funding for express bus service operations is limited to transit operations that would otherwise be eliminated or encounter service cuts due to severe budget shortfalls.

INELIGIBLE PROJECTS

- Routine bus maintenance

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- Funding to replace funds for existing ongoing programs or transit operations
- Transit and shuttle operations must not directly duplicate existing services, but may enhance services and should be coordinated with existing services and transit operators to the extent feasible.

OTHER REQUIREMENTS

- Ongoing funding service operations is limited to operations that would otherwise be eliminated or encounter service cuts due to severe budget shortfalls.

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SECTION 10
PROGRAMMING/ALLOCATION GUIDELINES FOR
2000 MEASURE B
TRANSIT CENTER DEVELOPMENT PROGRAM

PROGRAM SUMMARY

The Transit Center Development Program (TCD) aims to support create, expand and enhance access to transit through capital infrastructure investments, service operations, and innovative transit projects.

Transit Center Developments refers to priority development areas (PDAs), transit villages, or transit-oriented designs, a mixed-use residential or commercial area designed to maximize access to public transportation. The California Department of Transportation defines TCD or Transit Oriented Development (TOD) as "moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitates transit use." The 2000 Measure B funds shall be expended in accordance with the requirements of the expenditure plan.

FUND SOURCE

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that that supports multiple projects to improve the County's transportation system. Collections began in April 1, 2002 and will continue through March 30, 2022. The 2000 Measure B Transportation Expenditure Plan (2000 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. Approximately 0.19 percent (0.19%) of the net revenue collected is dedicated to the TCD Program. The goal of the TCD Program is to encourage transportation development near transit centers to facilitate and support the growth of transit-oriented developments.

PROGRAMMING AND ALLOCATION PRIORITIES

The TCD Program seeks to award projects that advance TOD projects, and as identified in the 2000 TEP. The programming and allocation primary priority shall be towards projects that contribute significantly to facilitating residential and retail development near transit centers, and PDAs. In general, competitive projects are those that serve residents from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Support for Transit Oriented Developments or Priority Development Areas**: Priority consideration is given to activities that promote access, use and connectivity of transportation infrastructure that provides direct access to mixed use developments and housing near major transit facilitates in Alameda County.

2. **Consistent with the Expenditure Plan**: Priority consideration is given to projects that encourage the development of transit centers per the expenditure plan.

3. **Technical Assistance Program**: Priority consideration is given to a technical assistance program administered by the Alameda CTC, known as the Sustainable Communities Technical Assistance Program (SC-TAP), which supports jurisdictions in their technical planning efforts to complete studies and plans in a variety of topics that help advance TOD projects.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance the development of transit centers and transit-oriented communities in Alameda County. The program goal is to fund projects that will best serve the County. Alameda CTC's evaluation process will consider the balance of all project types, and prioritize improvements relative to each other (i.e. capital projects to capital projects, operations to operations, study to study), as feasible and practical.

TCD Program funds will be available for projects that include, but are not limited to the following:

- Capital infrastructure projects that support access to and from transit villages
- PDA planning and implementation of projects
- Studies and plans, including technical assistance programs that address multimodal access and complete streets implementation, streetscape and urban design work, and implementation of transit communities, priority development areas, and the associated components
- Consultant services (through a technical assistance program) to complete specific planning, environmental review, and project development tasks

INELIGIBLE PROJECTS

- Project activities that do not support the development or implementation of transit-oriented developments or to priority development areas

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SECTION 11
PROGRAMMING/ALLOCATION GUIDELINES FOR
TRANSPORTATION FUND FOR CLEAN AIR (TFCA)
COUNTY PROGRAM MANAGER FUND (40%) PROGRAM

PROGRAM SUMMARY

The Transportation Fund for Clean Air (TFCA) County Program Manager Fund (40%) Program is funding made available by the Bay Area Air Quality Management District (Air District) from revenue that is generated by a regional four-dollar ($4.00) vehicle registration fee. TFCA funded projects are to result in the reduction of motor vehicle emissions and achieve "surplus" emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, signal timing and vehicle trip reduction programs.

Of the total TFCA revenue collected annually by the Air District for this program, 40% is returned to the county in which it was collected. As the designated TFCA Administering Agency for Alameda County, the Alameda CTC is responsible for annually programming these funds. TFCA funds shall be expended in accordance with the requirements of the Air District's current TFCA CPM Policies, the Air District's adopted county expenditure plans and the provisions set forth in the annual TFCA 40% Master Funding Agreement between the Alameda CTC and the Air District.

FUND SOURCE

Transportation Fund for Clean Air
Pursuant to the 1988 California Clean Air Act, the Air District is required to periodically adopt a Clean Air Plan (CAP), which describes how the region will work toward compliance with State and federal ambient air quality standards and make progress on climate protection. To reduce emissions from motor vehicles, the CAP includes transportation control measures (TCMs) and mobile source measures (MSMs). A TCM is defined as any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions. MSMs encourage the retirement of older, more polluting vehicles and the introduction of newer, less polluting motor vehicle technologies.

To fund the implementation of TCMs and MSMs, the State Legislature, through AB 434 (Sher; Statutes of 1991) and AB 414 (Sher, Statutes of 1995), authorized the Air District to collect a fee of up to four dollars ($4) per vehicle per year, for reducing air pollution from motor vehicles and for related planning and programs. This legislation requires the Air District to allocate 40 percent (40%) of the revenue to an overall administering agency in each county. The overall administering agency

must be designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population.

AB 414 references the trip reduction requirements in the Congestion Management Program (CMP) legislation and states that Congestion Management Agencies (CMAs) in the Bay Area that are designated as AB 434 program managers (administering agencies) "shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of this chapter (the CMP Statute)." The Air District has interpreted this language to allow a wide variety of transportation control measures as eligible for TFCA 40% funding, including an expansion of eligible transit, rail and ferry projects.

AB 414 also adds a requirement that designated county administering agencies adopt criteria for the expenditure of the county subventions and to review the expenditure of the funds. The content of the criteria and the review were not specified in the bill. However, the Air District has specified that any criteria used by an administering agency must allocate TFCA funding to projects that are: 1) eligible under the law, 2) reduce motor vehicle emissions, 3) implement the relevant TCMs and/or MSMs in the Air District's most recently approved CAP, and 4) are not planning or technical studies.

PROGRAMMING AND ALLOCATION PRIORITIES

The Air District annually adopts policies for the TFCA CPM Fund. The current Air District TFCA 40% Policies further define eligible projects and establish criteria for calculating emissions reductions (i.e., TFCA cost-effectiveness). Projects that are authorized by HSC Section 44241 and achieve TFCA cost-effectiveness, but do not fully meet the Air District's current TFCA CPM policies are subject to Air District approval on a case-by-case basis.

Only projects that result in the reduction of motor vehicle emissions are eligible for TFCA funding. Projects must achieve surplus emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations at the time of the execution of a project-specific fund transfer agreement between the Alameda CTC and the Project Sponsor.

General Program Structure

As the designated administering agency for Alameda County, the Alameda CTC is allocated 40 percent (40%) of the funds collected in Alameda County for this program. The Air District advances these funds to the Alameda CTC in semi-annual installments each fiscal year. The Alameda CTC must fully program the TFCA revenue received each year within the Air District's allowable time period. Any unallocated funds may be reallocated by the Air District. The Alameda CTC prepares an annual TFCA 40% Fund Estimate, as follows:

- A maximum of 6.25 percent (6.25%) of the annual revenue are used directly by the Alameda CTC for program administration.
- The remaining 93.75 percent (93.75%) of funds are distributed as follows:
    - 70 percent (70%) of funds to population-based shares for the cities and County:

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- A minimum of $10,000 to each jurisdiction.
- City population is updated annually based on the State Department of Finance (DOF) estimates.
- The Alameda CTC may choose to roll over a city or the county's annual 70 percent (70%) allocation for programming in a future year.
- The Alameda CTC may also borrow against the rolled over allocations in order to annually program all available revenues.
- Unused funds from cancelled or completed projects are returned to the Project Sponsor's share of the fund estimate and are available for reprogramming in a future cycle.
- The Alameda CTC may also program against future TFCA revenue for projects that are larger than the annual funds available.

o The remaining 30 percent (30%) of funds are to be programmed to transit-related projects on a discretionary basis:

- Projects competing for the 30 percent (30%) discretionary funds will be evaluated based on the total emissions reductions projected as a result of the project.
- Project prioritization may consider the TFCA cost-effectiveness evaluation, the emissions reductions per total project dollar invested for the project and the matching funds provided by the Project Sponsor.
- Unused funds from cancelled or completed transit discretionary projects are returned to the 30 percent (30%) share of the fund estimate for reprogramming in a future cycle.
- The Alameda CTC may also program against future TFCA revenue for transit-related projects that are larger than the annual funds available.

ELIGIBLE PROJECTS

Consistent with the project types authorized under the California Health and Safety Code (HSC) Section 44241, projects eligible for TFCA funds include:

- Implementation of rideshare programs;
- Purchase or lease of clean fuel buses for school districts and transit operators;
- Provision of local feeder bus or shuttle service to rail and ferry stations and to airports;
- Implementation and updating of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets";
    - As of 2023, in order to be eligible, signal timing/coordination projects require case-by-case approval by the Air District Board
- Implementation of rail-bus integration and regional transit information systems;
- Implementation of demonstration projects in telecommuting and in congestion pricing of highways, bridges and public transit;

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- Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to zero-emission vehicles and fueling infrastructure, and advanced technology demonstrations;
- Implementation of smoking vehicles program;
- Implementation of an automobile buy-back scrappage program operated by a governmental agency;
- Implementation of bicycle facility projects that are included in an adopted countywide bicycle plan or congestion management program; and
- Design and construction of physical improvements that support shifts to alternative transportation modes that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

INELIGIBLE PROJECTS

TFCA funds may not be used for:

- Planning activities that are not directly related to the implementation of a specific project;
- Routine maintenance;
- The purchase of personal computing equipment for an individual's home use;
- Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively for the grantee's employees; or
- Costs of developing TFCA grant applications or fulfilling TFCA grant administration activities such as review and execution of funding agreements, preparation of requests for reimbursement and reporting.

OTHER REQUIREMENTS

TFCA Cost Effectiveness

The Air District requires the evaluation of projects proposed for and completed with TFCA funding for TFCA cost-effectiveness. The Alameda CTC will measure cost-effectiveness based on the ratio of the TFCA cost divided by the sum total tons of emissions (reactive organic gases (ROG), oxides of nitrogen (NOx), and weighted particulate matter ten microns in diameter and smaller "PM10") that are estimated to be reduced by the project. For the purpose of calculating the TFCA cost-effectiveness, the TFCA project cost is the sum of the requested TFCA CPM Funds and any secured TFCA Regional Funds. Air District-generated forms are used to calculate a cost effectiveness result of $ TFCA/ton. The Alameda CTC will only approve projects with a TFCA cost effectiveness, on an individual project basis, that is equal to or less than: 1) the thresholds of TFCA funds per ton of total ROG, NOx and weighted PM10 emissions reduced ($/ton) by project type, as identified in the current Air District Board-adopted TFCA policies. Project Sponsors are required to provide the Alameda CTC with the data necessary to evaluate projects for TFCA cost-effectiveness. This may

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include, but is not limited to, transit ridership, bicycle counts, verifiable survey data, vehicle data and results and/or data from comparable projects.

Attributes of Cost-Effective TFCA Projects

The following list includes the project attributes typically associated with successful candidate projects for TFCA funding:

- Project purchases or provides service using best available technology or cleanest vehicle (e.g., achieves significant petroleum reduction, utilizes vehicles that have newer engines, is not a Family Emission Limit (FEL) engine (per vehicle's CARB-issued Executive Order), and/or have zero tailpipe emissions).
- Project is delivered or placed into service well in advance of regulatory changes (e.g., lower engine emission standards).
- A relatively low amount of TFCA funds is requested; Grantee provides significant matching funds.
- Capital bike projects that are new facilities (not upgrades) and close a gap in existing lanes or increase the number of existing racks/lockers.
- For vehicle trip reduction projects (e.g., shuttle/feeder bus service and ridesharing projects):
    - Project provides service to relatively large percent of riders/participants that otherwise would have driven alone over a long distance.
    - Project provides "first and last mile" connection to between employers and transit.
    - Service travels relatively short distances between start and end point/ and has relatively low mileage and a minimal amount of non-service miles. Shuttle operates on a route (service and non-service miles) that is relatively short in distance.
- For vehicle-based projects:
    - Vehicle has high operational use, annual mileage, and/or fuel consumption (e.g., taxis, transit fleets, and utility vehicles).
- Capital projects for trip reduction:
    - Pre- and post-project counts demonstrate high usage and a potential to affect mode or behavior shift that reduces emissions.
    - Project demonstrates a strong potential to reduce motor vehicle trips by significantly improving mobility via walking, bicycling, and improving transit.
    - Project is located along high-volume transit corridors and/or is near major activity centers such as school's employment, transit, civic or retail.

TFCA Expenditure Period

TFCA funding is subject to a TFCA expenditure period. In general, the Air District TFCA 40% Policies allow for a two-year expenditure period unless a longer expenditure period is established at the time of programming. For projects that provide a service, such as ridesharing programs and shuttle/feeder bus projects, the TFCA grant period is limited to not more than two (2) years for operations, except for bike share (Bay Area Bike Share) projects, which have a TFCA grant period of up to five (5) years. In order for shuttle and program operations projects to receive TFCA funding in

subsequent funding cycles, they must be re-evaluated for TFCA cost effectiveness with each application based on the most current project data. The Alameda CTC may approve no more than two one-year extensions to the TFCA expenditure period. Subsequent extensions may be granted on a case-by-case basis by both Alameda CTC and Air District staff.

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SECTION 12
PROGRAMMING/ALLOCATION GUIDELINES FOR
STP/CMAQ FUNDS
ONE BAY AREA GRANT (OBAG) PROGRAM

PROGRAM SUMMARY

The One Bay Area Grant Program (OBAG) is a federal funding program designed to support the implementation of Plan Bay Area, the region's first Sustainable Communities Strategy (SCS). The OBAG program continues to integrate the region's federal transportation program with California's climate statutes and the SCS, and contributes to the implementation of the goals and objectives of the Regional Transportation Plan.

Overall, the OBAG Program goals include:

- Support the SCS by linking transportation dollars to land use decisions,
- Target transportation investments to support Priority Development Areas (PDAs), and
- Further county's PDA Investment and Growth Strategy.

MTC develops a new framework and guidelines for each OBAG cycle. These include program priorities and policies, selection criteria, revenue estimates, project categories, and county programming policies and deadlines. Refer to MTC's website for more OBAG information: https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-fhwa-grants

To date, MTC has completed three OBAG programming cycles:

- OBAG Cycle 1: MTC Resolution 4035
- OBAG Cycle 2: MTC Resolution 4202
- OBAG Cycle 3: MTC Resolution 4505

FUND SOURCES

OBAG funding is based on anticipated future federal apportionments of Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funding. The STP and CMAQ programs are the primary discretionary federal funding sources distributed to regions for transportation and can fund a variety of project types, including public transit, bicycle and pedestrian and local road and highway projects.

Additional information related to the Alameda CTC's nominating of Alameda County projects for federal OBAG funds is available on the Alameda CTC website: http://www.alamedactc.org/app_pages/view/19025.

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SECTION 13
PROGRAMMING/ALLOCATION GUIDELINES FOR STATE TRANSIT ASSISTANCE COUNTY BLOCK GRANT PROGRAM

PROGRAM SUMMARY

State Transit Assistance (STA) funds are generated by the sales tax on diesel fuel and may be used by eligible transit operators for capital or operating purposes. The STA Population-based funds MTC receives are based on the region's share of the state population. Through MTC Resolution 4321, first adopted in 2018, MTC established a policy for the programming and allocation of these funds with the creation of a STA County Block Grant Program, through which 70 percent of the funds are directed to the nine Bay Area County Transportation Agencies (CTAs), to determine how to invest the funds in public transit services/projects for their respective counties. The remaining 30 percent is programmed directly by MTC.

MTC Resolution 4321 includes several policy conditions for the STA County Block Grant Program: small and north county operator minimum shares, mobility management program requirements, MTC approval for STA fund exchanges, coordinated claim process, submission deadline, performance measures, and annual reporting requirements.

CTAs are to adopt a county-level framework for how STA County Block Grant funding is to be distributed to the eligible transit operators within their respective counties. The distribution of Alameda County's share of STA County Block Grant funds is reviewed by the Alameda CTC Commission every two years.

The Alameda County STA Block Grant formula for FYs 2023-24 and 2024-25 was adopted by the Commission in April 2023. The program formula is scheduled to be reviewed in Spring 2025.

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SECTION 14
PROGRAMMING/ALLOCATION GUIDELINES FOR
STATE TRANSPORTATION IMPROVEMENT PROGRAM

PROGRAM SUMMARY

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP is composed of two sub-elements: 75 percent of STIP funds go toward the Regional Transportation Improvement Program (RTIP) and 25 percent go to the Interregional Transportation Improvement Program (ITIP).

Alameda CTC adopts and forwards a program of RTIP projects to the Metropolitan Transportation Commission (MTC) for each STIP cycle. As the Regional Transportation Planning Agency for the nine-county Bay Area, MTC is responsible for developing the regional priorities for the RTIP. MTC approves the region's RTIP and submits it to the California Transportation Commission for inclusion in the STIP. The California Department of Transportation is responsible for developing the ITIP.

Principles for the Development of the Alameda County 2024 STIP Project List
(*approved September 28, 2023)*

- It is anticipated that any new funding programmed in the 2024 STIP will be made available in FYs 2027-28 and/or 2028-29.
- Previously-approved commitments for STIP programming, included in the attached list, will be considered during the development of the 2024 STIP project list.
- Sponsors of currently programmed projects will be required to provide updated project scope, status, schedule, cost and funding information.
- Any project considered for funding must be consistent with the Countywide Transportation Plan and satisfy all STIP programming requirements.
- Projects recommended for STIP funding must demonstrate readiness to meet applicable STIP programming, allocation and delivery requirements and deadlines.
- Consideration of the following are proposed for the required project prioritization for the development of the 2024 STIP project list:
    - The principles and objectives set forth in the Alameda CTC Comprehensive Investment Plan;
    - Previous commitments for STIP programming approved by the Alameda CTC;
    - Projects that can leverage funds from other SB1 programs
    - The degree to which a proposed project, or other activity intended to be funded by transportation funding programmed by the Alameda CTC, achieves or

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advances the goals and objectives included in the Countywide Transportation Plan;

- The degree to which a proposed project has viable project implementation strategies that are based on current project-specific project delivery information provided by applicants, including:
  - Readiness for the current/requested project delivery phase;
  - The status of environmental clearance, including federal National Environmental Policy Act (NEPA).
  - The project cost/funding plan by phase, including demonstration of a complete funding plan for the phase for which STIP funding is requested;
  - The potential for phasing of initial segment(s) which are fully-funded and provide independent benefit; and
  - Potential impediments, i.e. risks, to successful project implementation in accordance with the proposed project delivery schedule

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SECTION 15
PROGRAMMING/ALLOCATION GUIDELINES FOR
REGIONAL MEASURE 3 PROGRAM

PROGRAM SUMMARY

To help solve the Bay Area's growing congestion problems, the Metropolitan Transportation Commission (MTC) worked with the state Legislature to authorize a ballot measure that would finance a comprehensive suite of highway and transit improvements through an increase tolls on the region's seven state-owned toll bridges. Senate Bill 595 (authored by Sen. Jim Beall of San Jose) was passed by the Legislature and signed into law by Gov. Brown in fall 2017.

Toll revenues will be used to finance a $4.45 billion slate of highway and transit improvements in the toll bridge corridors and their approach routes.

Major projects in the RM 3 expenditure plan include new BART cars to accommodate growing ridership; extending BART's Silicon Valley service to Santa Clara; extending Caltrain to downtown San Francisco; expanding S.F. Muni's transit vehicle fleet; more frequent transbay bus service; interchange improvements in Alameda, Contra Costa and Solano counties; an expanded express lane network; expanded ferry service; a direct freeway connector from northbound U.S. 101 in Marin County to the Richmond-San Rafael Bridge; upgrades to relieve congestion in the Dumbarton Bridge corridor; improving State Route 37; extending the new SMART rail system to Windsor and Healdsburg and much more.

Voter approval of RM 3 raised tolls on the region's state-owned toll bridges by $1 beginning Jan. 1, 2019. Tolls will rise by another $1 in January 2022 with another $1 increase in January 2025. The 2019 increase marked the first toll hike on the seven state-owned bridges since 2010.

Link to Regional Measure 3 Expenditure Plan:
https://mtc.ca.gov/sites/default/files/Final_RM3_Expenditure_Plan.pdf

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ALAMEDA
County Transportation Commission

2024 Comprehensive Investment Plan Update

Appendix E

CIP Policies and Procedures



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Alameda County Transportation Commission

COMPREHENSIVE INVESTMENT PLAN
POLICIES AND PROCEDURES

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POLICY 1: PROCEDURES FOR PROGRAMMING AND ALLOCATIONS

POLICY: The Alameda County Transportation Commission (Alameda CTC) has programming and allocation authority for a variety of transportation fund sources. Programming and allocations shall be approved by Alameda CTC in accordance with the requirements of the individual fund source and with the standard procedures set forth herein.

Programmed funds in the Comprehensive Investment Plan (CIP) represent a commitment of funds to a Project Sponsor. Programmed funds are not available for expenditure unless and until Alameda CTC approves an allocation of the programmed amount. Only after allocation can funds be encumbered through funding agreements between Alameda CTC and the Project Sponsor, or for Alameda CTC-sponsored projects through contracts for costs to be incurred directly by Alameda CTC.

PURPOSE: Alameda CTC makes programming recommendations for the Alameda County shares of certain local, regional, state and federal funds. The purpose of this policy is to establish standard definitions and procedures by which Alameda CTC exercises its programming and allocation authority. The programming and allocation procedures for each of the fund sources within the purview of Alameda CTC are consolidated through the CIP to standardize the programming and allocation process to the extent practical for such fund sources, while maintaining compliance with the requirements for individual fund sources.

GUIDELINES: Programmed funds are adopted into the applicable programming document by the governing board of the agency or Commission with statutory authority for the administration of the fund program.

Alameda CTC administers the following local, voter-approved funding programs:

- The 1986 Measure B Program;
- The 2000 Measure B Program;
- The 2010 Vehicle Registration Fee Program; and
- The 2014 Measure BB Program.

The commitments from the local, voter-approved funding programs are established in the expenditure plans included in the ballot measure language for each program. The 1986 Measure B, 2000 Measure B, 2010 Vehicle Registration Fee and the 2014 Measure BB expenditure plans each include a set of commitments to fund the programs and projects listed in the plan. The Strategic Plan prepared for each of the individual funding programs confirms the funding commitments, allocated amounts, and the plan for future allocations. The Strategic Plan also functions to guide programming and

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allocation for the individual fund sources to priority transportation investments based on a set of guiding principles.

Alameda CTC also administers the programming and allocation process for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund in compliance with the requirements of the Bay Area Air Quality Management District (BAAQMD), which delegates the programming and allocation administration to Alameda CTC.

Alameda CTC also makes programming and allocation recommendations for other fund sources such as the State Transportation Improvement Program (STIP), Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program (through One Bay Area Grant program), and other funds as they become available to Alameda County, that are contingent upon final approval by the respective governing boards of the agencies with programming authority e.g., Metropolitan Transportation Commission (MTC) and/or California Transportation Commission (CTC).

By definition, programmed amounts for a given project represents the amount committed to the project, subject to allocation. An allocated amount represents the amount available for encumbrance through project funding agreements and/or contracts directly with Alameda CTC. Funds encumbered through project funding agreements and/or contracts are available for reimbursement of eligible project costs. These definitions are expanded with specific procedural considerations below:

- *Commitment Amount:* The Expenditure Plan contains the commitment amount of funds for the local, voter-approved funding programs administered by Alameda CTC. Commitment Amounts for the local, voter-approved funding programs are confirmed in the Strategic Plan appendices to the CIP.

- *Programmed Amount:* The CIP serves as the programming document for the fund sources administered by Alameda CTC.

    - Programmed Amounts approved in the CIP for the local, voter-approved funding programs are based on the Commitment Amounts and the requirements included in the Expenditure Plan for the specific funding program.

    - Programmed Amounts approved in the CIP for the TFCA County Program Manger Fund are based on the programming and allocation process administered by Alameda CTC in accordance with BAAQMD requirements.

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- Programmed Amounts shown in the CIP for fund sources not directly administered by the Alameda CTC may be included for informational purposes to reflect the current programming information available from the agency with the statutory programming authority for the fund source.

- Programmed Amounts are typically approved for a specific project phase in a specific fiscal year. Funds programmed in specific fiscal years are required to be allocated by the end of the fiscal year in which the funds are programmed. Changes to Programmed Amounts require amendments to the CIP.

- *Allocated Amount:* The CIP five-year programming window includes a two-year allocation plan (i.e., the first two years of the five-year window). The CIP Allocation Plan shows the Allocation Amounts approved by Alameda CTC for the funds administered by Alameda CTC and anticipated allocations to be approved by other agencies.

    - Allocated Amounts shown in the CIP for the local, voter-approved funding programs are considered approved by Alameda CTC upon approval of the CIP (if the allocations have not been previously approved by Alameda CTC under separate action).

    - Allocated Amounts shown in the CIP for the TFCA County Program Manager Fund are considered approved by Alameda CTC upon approval of the CIP (if the allocations have not been previously approved by Alameda CTC under separate action, or if the Allocated Amount shown is dependent on a future programming approval).

<u>Request for Allocation Process</u>

Requests for allocation package may consists of a funding application in the form of a CIP funding application or a specific request for allocation for a named project in the Transportation Expenditure Plans. The amount of funding available for allocation to a given project, or project phase, is limited by the Programmed Amount for the project, or project phase, at the time of the allocation request.

Requests for any allocations for Alameda CTC-administered funds should be submitted to Alameda CTC at least 60 days prior to the Alameda CTC meeting at which the Project Sponsor requests the allocation to be approved, or the meeting at which the CIP will be approved. The request for allocation package shall be in a format provided by Alameda CTC or a format that at minimum

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includes details about the program or project scope, cost, funding and schedule detailed by phase. The request package shall reflect total cost and funding amounts based on progress to date at the time of the request.

Requests for allocations received by Alameda CTC will be considered in the context of the CIP in effect at the time of the request. Alameda CTC reviews allocation requests to confirm items such as financial viability, project delivery readiness, funding availability to reimburse eligible project costs. If conditions warrant a review of the assumptions used for the most recent overall financial analysis, an updated overall financial analysis may be required to determine whether or not the requested allocation would have an adverse impact on commitments of funds to other projects.

Allocations, or modifications to allocations, are approved by Alameda CTC based on staff recommendations and allocation requests submitted by Project Sponsors typically through the annual/biennial CIP programming and allocation processes.

Allocated Amounts approved by Alameda CTC must be encumbered in funding agreements with Project Sponsors or in contracts for project costs incurred directly by Alameda CTC, in accordance with the CIP's policy for Timely Use of Funds Allocated by the Commission.

Allocation Considerations for Partially Fund Projects and Right-of-Way Phases

Funding allocations for phases beyond the environmental phase are considered at increased risk if a Project Sponsor has not identified or secured funding for all phases to complete the project funding plan.

Prior to making an allocation to a project with a known funding shortfall, Alameda CTC will perform risk analytics on the request funding and the project prior to making such allocation recommendation to the Commission. In this risk assessment, Alameda CTC will consider the project's and Project Sponsor's potential to use Alameda CTC funds to leverage and secure prospective funding from federal, State, regional, and local sources outside of Alameda CTC's purview, and the project's viability to be completed in a timely manner.

Right-of -Way Allocations shall be limited to projects that have a complete and viable project funding and delivery plan as assessed for firm funding commitments/partners and tangible plan to address identified project deliverability issues.

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Right-of-Away Allocations to projects that contain funding shortfalls, uncertain project funding plans, and/or potential issues in project delivery are considered high risk, and will only be considered under very rare circumstances. Such right-of-way allocations must have an agreed understanding on how the Project Sponsor shall return the right-way-allocation to Alameda CTC for a project that has not in a entered into the construction phase, and/or for a project that is not completed in an established timeframe.

The agreed upon terms, including methods of repayment in arrears, shall be included with the Request for Allocation package submitted to Alameda CTC for consideration, will be subsequently be the basis for a fund agreement between Alameda CTC and the Project Sponsor.

Changes to Approved Allocations

A request to increase or decrease an Allocation Amount requires a written request by the Project Sponsor.

- *Increasing Allocations*: Request for an increase to an allocation is on a case-by-case basis for extraordinary circumstances, and subject to Commission approval. To increase the total amount of an allocation there must be sufficient capacity in the committed amounts for voter-approved expenditure named projects, programming/funding capacity, and reasonable justification for increasing the allocation amount.

- *Decreasing Allocations*: For projects named in the voter-approved Expenditure Plans, a reduction to an Allocated Amount will be credited back to the project for future reallocation to the project. Periodically through the CIP, Alameda CTC will deallocate unused funds related to project cost savings, fund rescissions, or inactive/infeasible project delivery.

- *Shifting Allocations Between Phases*: Funds allocated to a project by Alameda CTC may be shifted between the approved allocations are considered on a case-by-case basis. Requests for shifting allocated funds shall include updated project information that reflects the requested shift and allows for a before-and-after comparison of the project implementation plan. Funding shortfalls in the current or subsequent phases, which result from a requested shift of allocated funds shall be considered an adverse impact to implementation.

  Requests for shifting funds between allocations which do not change the total amount allocated to the project from an individual funding

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program, e.g. Measure B, Measure BB or VRF, may be approved by the Executive Director, or a designee of the Executive Director, if the shift will not adversely impact the implementation of the project. Any requests for shifting funds between project phases that results in the amount changed the allocation amount from an individual funding program, e.g. Measure B, Measure BB or VRF, shall require consideration and approval by the Commission.

Effective Date of Reimbursable Costs

The effective date of reimbursable costs is generally based on the start of the fiscal year in which the allocated funds are identified in the CIP. The amounts shown in the first two fiscal years of the CIP for fund sources allocated by Alameda CTC shall be considered allocated in the fiscal year shown for the phase(s) of the project indicated upon approval of the CIP (if not already approved by Alameda CTC through a separate action).

For allocations made through a separate Commission Action, the effective date of reimbursable cost shall be the date of the Commission's approval, unless otherwise stated in the approved allocation request.

Funds administered by agencies other than Alameda CTC, such as the CTC, MTC, or the Federal Highway Administration (FHWA), must be approved by the agency that administers the particular fund source prior to being available for reimbursable costs.

Retroactive Allocations

Generally, funds are allocated for cost to be incurred after the allocation is approved by the Commission. On a case-by-case basis, Alameda CTC may consider identify a retroactive allocation to allow the eligible date of reimbursable cost incurred to be prior to the allocation date.

Approval of retroactive allocations shall be based in large part on which fund sources were used to reimburse the costs originally, and to what purpose, if any, the freed up funding will be committed. There are also certain requirements related to the procurement process and methodology for contracts funded wholly, or in part, by voter-approved funds. Any costs intended for the retroactive allocation for contracts that do not comply with the goal setting requirements set forth in Alameda CTC's Local Business Contract Equity Program (LCBE) must be identified in the Request for Allocation package and determined eligible for Measure BB funding. If a retroactive allocation of Measure BB funds is approved to cover contract costs in arrears, the reporting requirements set forth in the LBCE Program shall apply to the entire contract from inception to date.

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POLICY 2: ENVIRONMENTAL APPROVAL AND FULL FUNDING FOR MEASURE B/MEASURE BB FUNDED CAPITAL PROJECTS DEADLINE

POLICY: Capital projects funded wholly, or in part, by Measure B and/or Measure BB shall receive all necessary environmental clearance approvals and have a full funding plan for the proposed improvements as required by the Expenditure Plan for each measure.

- For the 2000 Measure B, there are no projects remaining that are subject to this policy as deadlines occurred in previous years.
- For the 2014 Measure BB, named projects must receive all necessary environmental clearance approvals and have a full funding plan for the proposed improvements by December 31, 2022. Project Sponsors may appeal to Alameda CTC for one-year time extensions.

PURPOSE: To ensure that the projects included in the 2000 Measure B and 2014 Measure BB Transportation Expenditure Plans can be completed in a timely manner, and to provide a process by which Project Sponsors may appeal to Alameda CTC for one-year time extensions. The intent is to require continued due diligence by the Project Sponsor to secure environmental clearance approvals and a full funding plan.

GUIDELINES: The 2000 Measure B Transportation Expenditure Plan (2000 TEP) and the 2014 Measure BB Transportation Expenditure Plan (2014 TEP) both contain provisions for projects which cannot clear the Environmental Approval process, or cannot do so in a timely manner. There are no remaining 2000 Measure B capital projects subject to the environmental clearance approval or full funding policy.

The 2014 TEP establishes a deadline for environmental clearance approval and a full funding plan for each capital project that receives Measure BB capital funding. Environmental clearance approval is defined as the issuance of a Categorical Exclusion (CE), a Finding of No Significant Impact (FONSI) or the filing of the Record of Decision (ROD) for National Environmental Policy Act documents and the Notice of Determination or Notice of Exemption for California Environmental Quality Act documents. A full funding plan is defined as a plan containing a reliable cost estimate and sufficient funding identified to cover the estimated costs. The 2014 Measure BB deadline is December 31, 2022; however, the 2014 TEP includes provisions for one-year extensions to the deadline, if approved by Alameda CTC.

POLICY 3: TIMELY USE OF FUNDS POLICIES – ALLOCATIONS AND FUNDING AGREEMENTS

POLICY: Allocations shall be encumbered in a funding agreement between Alameda CTC and the recipient agency incurring the reimbursable costs, or in a contract for costs

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incurred directly by Alameda CTC, within twelve (12) months from the date the allocation is approved by the Commission.

Allocated funds not encumbered by the deadlines established in this policy are subject to rescission and reprogramming at the discretion of Alameda CTC.

PURPOSE: To ensure that funding allocated and distributed by Alameda CTC is expended expeditiously to implement the improvements and services for which the allocations and distributions were approved.

GUIDELINES: Alameda CTC's allocation recommendations and approvals are based on a Project Sponsor's Request for Allocation package/funding application that contain a specific scope, cost, and schedule. This policy requires Project Sponsors to encumber allocated funds through an executed project funding agreement or contract within twelve (12) months of an approved allocation to ensure accountability and consistency with the Project Sponsor's allocation request. For Measure BB Named Capital Project allocations are to be encumbered as soon as possible, within six (6) months of the approved allocation, if not earlier.

The project fund agreement(s) between Alameda CTC and the recipient agency outlines the agreed upon reimbursable costs, budget, scope, and schedule. Once an agreement is executed, Project Sponsors are expected to begin work on an allocation phase based on the delivery guidelines below, or per the schedule contained in the executed project funding agreement.

Project Phase	Maximum Expenditure Timeline
Planning/Scoping	• Activity must be complete within twenty-four (24) months from the date of allocation.
Preliminary Engineering / Environmental	• Activity must be complete within twenty-four (24) months from the date of allocation.
PS&E (Final Design)	• Activity must be complete within twenty-four (24) months from the date of allocation.
Construction	• Activity must be complete within twenty-four (36) months from the date of allocation.

Requests for Time-Extension

Project Sponsors may request time extension(s) to funding related deadlines established by policy, deadlines required at the time of allocation, or expiration dates established in funding agreements. Project Sponsors are limited to only a single time-extension of up to thirty-six (36) months that is required to be approved by the Commission.

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Such requests for extensions shall be submitted in writing to Alameda CTC at least ninety (90) days prior to the deadline for which an extension is being requested and at least forty-five (45) days prior to the regularly scheduled Alameda CTC Commission meeting at which the request will be considered for approval.

The request for time-extension package submitted to Alameda CTC shall include a detailed explanation of the conditions or circumstances that have changed since the deadline was established, and the corresponding impact to the remainder of the project implementation schedule if the extension is approved. Extensions to delivery deadlines established in funding agreements shall be submitted, reviewed, and approved in accordance with the provisions set forth in the funding agreement. Additional requests for time-extensions will only be considered for rare and extraordinary circumstances.

Fund Rescission/Reprogramming

Allocated funds not encumbered into a funding agreement by the deadlines established in this policy or used in the manner inconsistent with these guidelines are subject to rescission and reprogramming at the discretion of Alameda CTC. Failing to meet timely use of funds requirements, fund agreement requirements, funding commitments, project schedules, or applicable regulations could result in loss or withholding of funds.

If funding awards are withdrawn, the corresponding projects and allocations may be reprogrammed to a future year of the CIP, or deprogrammed from the CIP. Project sponsors who failed meet the timely use of funds deadlines may be penalized in their consideration for the next programming and allocation cycle.

POLICY 4: ELIGIBLE COSTS FOR REIMBURSEMENT

POLICY: Program and project costs to be reimbursed by Alameda CTC shall be segregated into project phases to correlate with the encumbrance(s) from which reimbursement is requested. Funds shall be encumbered in a funding agreement between Alameda CTC and either the Project Sponsor or, if different from the sponsor, the implementing agency which incurs the reimbursable costs, or in a contract with Alameda CTC for project costs incurred directly by Alameda CTC.

For Alameda CTC implemented projects, eligible staff and other direct costs incurred directly by Alameda CTC shall be considered encumbered when they are included in the annual budget adopted by the Commission. Costs submitted for reimbursement shall be limited to activities, materials and services directly related to the implementation of the scope of the project for which the funds were allocated and subsequently encumbered in a funding agreement. Eligible costs shall be incurred in accordance with the provisions set forth herein or be at risk of being determined ineligible for reimbursement by Alameda CTC.

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PURPOSE: To limit the expenditures of funding administered by Alameda CTC to the reimbursement of eligible project costs and to provide general guidance to implementing agencies which incur the reimbursable costs.

GUIDELINES: Alameda CTC approves reimbursements of eligible project costs based on requests for reimbursements submitted by the Project Sponsors or implementing agencies which incur the reimbursable costs. The requirements for the requests for reimbursement are included in the project funding agreements between Alameda CTC and the recipient agency. In general, the request for reimbursements must identify the total costs by phase, be consistent with the agreed upon eligible costs, and segregate costs between Alameda CTC's and the Project Sponsor's cost sharing arrangement as described in the project funding agreement.

The following describes the eligible costs for specific phases:

Project Phase	Eligible Costs Requirements
Planning/Scoping	• Project Sponsor staff, consultant costs and other direct costs necessary to prepare a well-developed project delivery plan or scoping document. • For projects that require a formal scoping document such as projects on the State highway system, or with State or federal funding, the preparation of the scoping document is eligible for scoping phase funding.
Preliminary Engineering / Environmental	• Project Sponsor staff, consultant costs and other direct costs necessary to perform preliminary engineering, and to secure approval for the appropriate environmental document for the project.
Plan, Specification and Estimate (Final Design /PS&E)	• Project Sponsor staff, consultant costs and other direct costs necessary to prepare final PS&E and to provide support during the bidding process until the time of contract award. • Services beyond the contract award are considered design services during construction, which are typically included in the Construction Support Phase. The milestone (i.e., advertisement, award, etc.) at which the costs change from being budgeted and tracked in the PS&E Phase to the Construction Support Phase may vary on a case-by-case basis. Regardless of the phase in which the advertise-bid-award costs are budgeted and tracked, they should be clearly segregated from other costs in the same phase.
Right-of-Way Acquisition and Support Phases	• Project Sponsor staff, consultant costs and other direct costs necessary for the acquisition of right-of-way, right-of-way preservation and hardship acquisitions.

Project Phase	Eligible Costs Requirements
	• Right-of-way acquisitions initiated prior to environmental clearance approval for the project for which the right-of-way is required, shall not be eligible for reimbursement by Alameda CTC unless specifically authorized in the funding agreement. The cost of eligible right-of-way acquisitions shall be supported by an appraisal prepared by a professional appraiser. The appraisal report shall be provided to Alameda CTC with the request for allocation package. • Right-of-way activities related to property not required for the program or project as programmed shall be at the expense of Project Sponsor to the extent such costs can be determined. • If excess right of way is sold, used for purposes other than the program or project as programmed, or otherwise disposed of, a share of any proceeds from the sale of such excess property shall be returned to Alameda CTC based on the prorated percentage of Alameda CTC funding contributed to the purchase of the property. • If condemnation procedures are required to obtain access to right of way, Alameda CTC will consider the required deposit as an eligible cost and reimburse the Project Sponsor upon request in accordance with the funding agreement. If the amount of reimbursement to Project Sponsor is higher than the Alameda CTC funding share of the amount of settlement in the final order of condemnation, Project Sponsor shall pay Alameda CTC the difference between the amount reimbursed and the Alameda CTC funding share of the amount settled plus the Alameda CTC funding share of the interest accrued to the deposit account. • Property acquired for a project using Alameda CTC funding shall be available for project construction within 10 years of Alameda CTC reimbursement to the Project Sponsor. If, after 10 years, the property has not been utilized for the project as programmed, the Project Sponsor shall reimburse Alameda CTC for its proportional share of the fair market value of the property, based on the net proceeds from the sale of the property or an appraisal of the property conducted at no cost to Alameda CTC, within one year after the expiration of this 10-year period. • If right of way is acquired for a project as programmed and is not utilized for the project as programmed, because the project has been modified or de-programmed, Alameda CTC shall be reimbursed its proportional share of the fair market value of the property, based on the net proceeds from the sale of the property or an appraisal of the property conducted at no cost to Alameda CTC, within one year from the time the project is modified or de-programmed.

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Project Phase	Eligible Costs Requirements
Construction Capital and Support Phases	• Project Sponsor staff, consultant costs, contractor costs and other direct costs necessary for all construction expenditures on the project that are part of the scope of work agreed to by Alameda CTC, including Project Sponsor's management oversight expenses associated with the construction of the project. • If Project Sponsor includes additional work beyond the scope of the project as programmed by Alameda CTC, such work and all related costs shall be segregated from the project costs funded by Alameda CTC. Costs not associated with the scope of the project as programmed by Alameda CTC shall be at the expense of the Project Sponsor and shall not count as a match for Alameda CTC funding for the project as programmed by Alameda CTC. • Items of work within the scope of the project as programmed, but utilizing more expensive than standard treatment, such as specialized lighting standards and signs, more elaborate landscaping, specialized treatment on the face of soundwalls/retaining walls and specialized sidewalk/hardscape treatments, will be eligible for reimbursement only if they are agreed to in advance and no additional Alameda CTC funding is required.
Rolling Stock and Equipment Acquisition Phases	• Rolling stock purchased by Project Sponsor and reimbursed by Alameda CTC shall remain in the Project Sponsor fleet for a minimum of five years. If the rolling stock is removed from the fleet prior to the required five years, Project Sponsor shall notify Alameda CTC. If the rolling stock is sold and the receipts of the sale are not used to purchase replacement rolling stock, the proceeds from the sale shall be returned to Alameda CTC. • Project Sponsor shall prepare and submit to Alameda CTC for approval, prior to the beginning of service, an operations schedule indicating the frequency, vehicle type and operating hours of the rolling stock purchased by Project Sponsor for the program or project as programmed. The rolling stock used in this service will be the same type as purchased with Alameda CTC funding, but may not be the exact vehicles due to the need to rotate vehicles in the fleet. The approved service level shall be maintained, as a minimum, for five years. In the event that the minimum service level is not maintained, Project Sponsor shall reimburse Alameda CTC for its share of the reduced service based on vehicle needs for the reduced service and the salvage value of the rolling stock purchased by Project Sponsor and reimbursed by Alameda CTC.

Project Phase	Eligible Costs Requirements
	• Specialized equipment required for the project must be identified in the project funding agreement to be eligible for reimbursement with Alameda CTC funding.

In addition to the individual phase requirements described above, the following general provisions apply to cost eligibility and exclusions for any phase:

Cost Type	Eligible Costs Requirements
Contract Costs	• Costs incurred via contracts between the implementing agency and consultants, contractors, suppliers or other vendors are eligible for reimbursement from the local, voter-approved funding programs administered by Alameda CTC only if the contract is established in accordance with Alameda CTC's Local Business Contract Equity (LBCE) Program. The LBCE Program applies to contracts funded wholly, or in part, with local, voter-approved funding programs administered by Alameda CTC. While not every contract funded in part by local, voter-approved funding programs administered by Alameda CTC will require a contract goal set during the procurement process, every contract is required to comply with the reporting requirements set LBCE program.
Project Sponsor Staff Costs	• Costs for Project Sponsor staff working on the project (direct implementation costs) will be eligible for reimbursement by Alameda CTC funding. Staff hours must be segregated on timesheets, or otherwise documented through an alternative method, approved by Alameda CTC. • Project sponsor overhead and general administrative costs that are not directly related to the implementation of a project are ineligible for reimbursement by Alameda CTC, unless otherwise approved by Alameda CTC. • Hourly wages and fringe benefits for Project Sponsor staff will be reimbursed based on the actual wage rate plus the audited fringe benefit rate supplied by the Project Sponsor. Alameda CTC will review and approve a fringe benefit rate based on documentation provided by the Project Sponsor. Approved fringe benefit rates will be set forth in the project funding agreement, but in no case will fringe benefits of more than 70 percent of the hourly wage be approved. • For Measure B/BB/Vehicle Registration Fee Direct Local Distribution Recipients, costs for Project Sponsor staff costs related to project administration, contract management of professional and construction services, are not eligible for reimbursement with allocated funds per the Local Cooperation Policy, unless specifically allowed in a project funding agreement.
Alameda CTC Project Support Requested by Project Sponsor	• If requested by Project Sponsor, Alameda CTC will consider providing support staff and/or consultant support for a project. Costs for these services will be considered eligible costs and be reimbursed to Alameda

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Cost Type	Eligible Costs Requirements
	CTC from funds for the project, or be deducted directly by Alameda CTC from Alameda CTC funding allocated for the project.
Bonding Costs	• If Alameda CTC determines that it is in the best interest of a funding program to sell bonds, or otherwise incur financing costs to deliver the projects included in the funding program, the cost of bonding and financing, including interest payments, shall be considered a program-wide cost and shall be identified in the CIP as the first priority repayment. • If a Project Sponsor wishes to independently bond or use other approved borrowing programs, Alameda CTC funding is eligible to reimburse expenses incurred by Project Sponsor for staff time, consultant costs, principal payments and the associated cost of financing required to provide the financing for the project.
Fund Exchanges	• Alameda CTC may consider and approve fund exchanges on a case-by-case basis. Any exchange payments of Alameda CTC funding must be identified in the project funding agreement to be eligible for reimbursement
Miscellaneous Costs	• The costs of fees from other agencies, including permit fees or reimbursement for review or oversight costs needed for the project, are eligible project costs with the exception of the cost of permits, fees or oversight from the Project Sponsor. Reimbursable eligible costs must be consistent with the Local Cooperation Policy. • Direct costs, such as reproduction, shipping, mileage and long-distance calls, will be considered for reimbursement if they can be independently documented as directly relating to the implementation of the program or project for which the funds were allocated. Air travel and overnight stays are not eligible unless prior approval is obtained from Alameda CTC.
General Exclusions	• Cost not directly related to the implementation of the project as programmed, and consistent with an approved environmental document as applicable, will not be eligible for reimbursement with Alameda CTC funding.
Ongoing Costs (Maintenance/ Operations)	• Ongoing annual expenses incurred for maintenance of a project shall be borne by the Project Sponsor unless specifically identified in the funding agreement.

POLICY 5: FUNDING FOR PROJECT-RELATED COSTS INCURRED DIRECTLY BY THE ALAMEDA COUNTY TRANSPORTATION COMMISSION

POLICY: Costs incurred directly by Alameda CTC related to the management and implementation of programs and projects shall be eligible for the funding made available for those programs and projects. The eligibility of costs incurred directly by Alameda CTC shall be limited to any restrictions related to such costs for any individual fund source. General fund administration costs related to congestion management

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activities are allocated to congestion management projects in compliance with *Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance).*

PURPOSE: The purpose of this policy is to establish guidelines by which costs incurred directly by Alameda CTC related to the management and implementation of programs and projects are segregated to identify fund sources for such costs.

GUIDELINES: The following provisions are intended to support the purpose of this policy:

A. Direct costs relate to activities directly related to Capital Projects, Programs, Planning and grants. These direct costs shall be posted to appropriate funds or activities. Salaries and benefits shall be supported by timecards, and direct consulting and other costs shall be supported by approved invoices. Where specific agreements are in place, direct costs along with indirect cost (see below) allocations shall be posted to specific projects or grants. Where such agreements do not exist, the direct costs shall be posted to a control account within the Capital Projects or Program Funds.

B. Indirect costs relate to congestion management activities that don't directly relate to a specific Capital or Planning Project, or Program. Such costs shall be accumulated under the General Fund and supported by time cards, invoices and other appropriate documents. The indirect cost ratio for billing purposes will be based on General Fund congestion management related allowable costs. The cost allocation methodology will comply with *Uniform Guidance*.

C. Alameda CTC shall maintain a cost allocation plan as required by *Uniform Guidance*, certified by the Director of Finance, accepted and/or approved by Caltrans as the cognizant agency and available to grant funding agencies.

D. Alameda CTC shall implement a billing system, supported by acceptable detail for direct and indirect costs. However, no allowance shall be made for profit margin.

E. All direct costs and billable indirect costs shall be excluded from the salary and administration limitations set forth in the 2000 Measure B Transportation Expenditure Plan and in the 2014 Measure BB Transportation Expenditure Plan. Alameda CTC shall use general fund administrative costs to compute the administrative cost ratios.

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POLICY 6: LOCAL CONTRACT BUSINESS EQUITY PROGRAM

POLICY: Alameda CTC has established this Local Business Contract Equity (LBCE) Program to create economic growth and jobs within Alameda County by requiring local contracting that supports residents and businesses in Alameda County. The LBCE Program helps to identify and engage the participation of Local Business Enterprise (LBE), Small Local Business Enterprise (SLBE) and Very Small Local Business Enterprise (VSLBE) firms located in Alameda County on applicable contracts.

PURPOSE: The purpose of this policy is to continue support for the hiring of local contractors, vendors, suppliers and service providers on contracts funded wholly, or in part, by funding approved by Alameda County voters. The LBCE Program contributes to the overall economic vitality of the County by:

1. Encouraging businesses to locate and remain in Alameda County;
2. Providing employment opportunities for residents of Alameda County; and
3. Generating economic activity and stimulating the local economy.

GUIDELINES: This program applies to contracts funded solely by any combination of Measure B, Measure BB, Vehicle Registration Fee, and/or local funds. Contracts that include state and federal funds must adhere to state and federal requirements. Full policy and program requirements are detailed here: https://www.alamedactc.org/app_pages/view/4543

Funds may be subject in rescission or ineligible for reimbursement if the Project Sponsor is determined to be out-of-compliance.

POLICY 7: ALAMEDA CTC PROJECT AND PROGRAMS MANAGEMENT POLICIES

POLICY: Alameda CTC shall administer and manage project delivery efforts and program implementation through these policies and procedures.

Direct Local Distribution Programs Management Policy: As the administering agency for the Measure BB DLD program, Alameda CTC is responsible for monitoring and compliance administration of the DLD recipients. Alameda CTC reserves up to one percent (1%) of Measure BB DLD funds to provide oversight to the DLD program.

Capital Projects and Programs Management Policy: As implementing agency for several countywide significant Measure BB related projects identified in the Capital Project Delivery Plan (CPDP), Alameda CTC has assumed the lead in project management and project delivery using its own staff and consultant resources. Alameda CTC reserves up to five (5) percent of Measure BB discretionary funds in order to effectively deliver Measure BB transportation projects, and to oversee projects being implemented by

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other agencies. These funds support costs associated with establishing policies, procedures, ongoing project management oversight, preliminary scoping and planning, and other core functions related to Measure BB capital program delivery that are not directly related to Measure BB capital commitments for individual projects.

Project and Program-wide Contingency Reserve: Furthermore, the CPDP recommends programming Measure BB funds for specific project phases, including set-asides for program-wide management, oversight, and monitoring, as well as a program-wide risk contingency. Each project will include budget allowances that account for risk and unknowns. Where risk issues are common to many projects, Alameda CTC may elect to place those budget amounts into a program-wide contingency reserve. This is referred to herein as the Project and Program-wide Contingency Reserve.

PURPOSE: Alameda CTC is responsible for administering the voter-approved transportation programs, CMA functions, and emerging countywide transportation needs and initiatives. Alameda CTC requires these projects and program management policies in order to provide continuing support and resources for these functions; to strengthen and enhance the agency's position within the changing framework of regional, state, and federal transportation agencies; and to increase responsiveness to new regional and state climate change mandates.

GUIDELINES: Alameda CTC's annual requirements related to project and program implementation, oversight, and delivery management costs will be assessed through Alameda CTC's budgetary process.

POLICY 8: PROGRAMMING POLICIES FOR OUTREACH AND TRANSPARENCY

POLICY: The project selection and prioritization process employed for the development of the CIP, which begins with the Countywide Transportation Plan (CTP) update process, shall satisfy the requirements for all the fund sources included in the CIP, including federal, state, regional and local sources. The CTP update process shall include significant efforts to satisfy requirements related to notification, outreach and transparency typically satisfied at the time of individual, fund-specific calls for projects.

PURPOSE: To ensure that the notification, outreach and transparency measures employed by Alameda CTC to identify potential uses for transportation funding from the full range of sources available in Alameda County satisfy all programming policies from other agencies pertaining to the specific fund sources being programmed by Alameda CTC. By satisfying the most stringent of requirements, Alameda CTC will be afforded flexibility at the time of programming to match the most appropriate, available fund source to the priorities at the time of programming.

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GUIDELINES: Project Sponsors are required to support this policy through outreach programs and notifications which reach all geographic areas, communities and portions of the population during solicitations for proposed uses of Alameda-CTC administered funding available for transportation programs and projects within Alameda County. The outreach must include disadvantaged communities, including Metropolitan Transportation Commission-defined Communities of Concern and other underserved populations.

POLICY 9: LOCAL COOPERATION POLICY

POLICY: Project Sponsors receiving DLD funds are not eligible to receive a reimbursement of staff time costs through allocations of Alameda CTC Administered Funds for oversight activities that are not directly related to project implementation.

Local jurisdiction(s) shall work in full cooperation with the implementing agency to assist in project implementation and delivery, where appropriate and as needed. This includes providing support, coordination, monitoring, technical assistance, etc. A local jurisdiction's costs associated with these activities to further a project implemented by Alameda CTC, a local jurisdiction (as the Project Sponsor), or another implementing agency within a jurisdiction's locality shall be funded through the local jurisdiction's eligible local fund sources such as Measure B/BB/Vehicle Registration Fee Direct Local Distribution (DLD) funds in lieu of a local jurisdiction billing these costs directly to the project or against its funding allocation.

PURPOSE: To ensure jurisdictions directly benefiting from the expected outcomes of a project in their locality implemented by Alameda CTC or other implementing agencies, are active funding partners to further the delivery of such improvement project, and to also ensure DLD recipients are using DLD funds predominately on contracts, services, materials, rather than contract administration.

GUIDELINES: Local agency-incurred costs such as staff costs associated with providing technical assistance, support, or coordination to further the delivery of a project by another implementing agency can be included in the total cost and funding amounts for the purposes of cost and risk sharing at the total project level. Fees associated with permitting, plan review, and other general costs associated with the project shall be supported by the local jurisdiction in which the project is implemented, where feasible and appropriate. These costs shall not be included in the costs eligible for reimbursement by the funds allocated by Alameda CTC, unless they are specifically identified as eligible in the funding agreement.

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POLICY 10: SMALL CITIES PROGRAM POLICY

POLICY: Cities within Alameda County with a population of less than 25,000 shall be considered for certain exceptions from Alameda CTC's local match requirements and/or Local Cooperation Policy requirements, and local projects that have a demonstrated multi-jurisdictional transportation significance shall receive consideration for delivery support from Alameda CTC, where practical and feasible.

PURPOSE: The purpose of this policy is to assist smaller cities in Alameda County in their project delivery efforts through relieving matching requirements, exploring financial strategies, and providing project delivery/implementation support, where feasible.

Small cities in Alameda County may not be financially equipped or resourced to meet certain project delivery needs and funding matching requirements.

Small cities receive limited Measure B/BB/Vehicle Registration Fee Direct Local Distributions in comparison to larger cities and often have difficulties finding the financial resources needed to satisfy minimum matching requirements, especially for larger transportation projects.

GUIDELINES: To qualify as a small city under this policy, a city must have a population of less than 25,000 as reflected in the most currently available California Department of Finance's population estimate.

As such, Alameda CTC may elect to waive matching requirements and/or Local Cooperation policy requirements based on a small city's request during the programming and allocation processes, or project coordination processes. Additionally, Alameda CTC will support facilitating Federal-local funding exchanges, whenever possible, to alleviate certain funding requirements required by external sources.

POLICY 11: MATCHING AND LEVERAGING POLICY

POLICY: For projects that have successfully secured other non-Alameda CTC discretionary funding, Alameda CTC shall consider fulfilling a portion of the minimum match required by external funding for projects and programs.

PURPOSE: The purpose of this policy is to maximize the leveraging capacity of Alameda CTC Administered Funds such as Measure B, Measure BB, Vehicle Registration Fee Program, Transportation Fund for Clean Air Program funds.

GUIDELINES: Through Alameda CTC's programming and allocation processes, Project Sponsors must document the following:

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1. Project Sponsor must identify a project delivery and funding plan that describes the project scope, costs, schedule;
2. Document the approved programming of other, non-Alameda CTC discretionary funds to a project;
3. Cite the minimum matching amount required by the secured non-Alameda CTC funding source;
4. Identify the amount of matching funds requested from Alameda CTC. Matching funds will not address any project cost increases; and
5. Provide a cost sharing proposal between all prospective funding partners.

Alameda CTC may consider recommending programming and allocation to fulfill either a portion or the entire amount requested, based on available fund capacity, project delivery strategy, funding timelines, and the leveraging significance.

POLICY 12: DEBT ISSUANCE POLICY

POLICY: Alameda CTC's adopted Debt Policy governs the issuance and management of all debt funded through capital markets, direct bank loans, and federal lending programs, including the selection and management of related financial and advisory services and products.

The debt policy adopted by the Commission September 2021 can be reviewed here: https://www.alamedactc.org/wp-content/uploads/2021/11/AlamedaCTC_Debt_Policy_2021.pdf

PURPOSE: The purpose of the Debt Policy is to establish guidelines for the issuance and management of Alameda CTC debt. The policy also confirms the commitment of the Commission, management, staff, and other decision makers to adhere to sound financial management practices.

The purpose of debt financing falls into three categories:

(1) to finance new capital infrastructure,
(2) to refinance existing bonds to reduce financing costs and/or risk, or
(3) to reimburse an agency for eligible capital expenditures made within the last 18 months.

GUIDELINES: Priorities of the Debt Policy are as follows:

- Effectively manage and mitigate financial risk,
- Maintain strong credit ratings and good investor relations,
- Achieve the lowest cost of capital,
- Preserve future program flexibility, and
- Maintain ready and cost-effective access to the capital markets.

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Responsibility for implementation of the Debt Policy and day-to-day responsibility and authority for structuring, implementing, and managing Alameda CTC debt and finance program, resides with the Executive Director and Deputy Executive Director of Finance and Administration and requires that the Commission specifically authorize each debt financing.

Alameda CTC's CIP is used in combination with Alameda CTC's Debt Policy to ensure proper allocation and financing of Alameda CTC sponsored projects. This CIP sets priorities and strategies for allocating Alameda CTC administered funds under its guiding principles, while the Debt Policy provides policy direction and limitations for proposed financings. Debt issuances for capital projects are considered and included in the CIP and presented to the Commission for review and approval as part of the CIP planning process.

The philosophy of Alameda CTC is to fund all projects in the TEPs on a pay-as-you-go basis for as long as possible. This strategy minimizes borrowing costs and maximizes tax dollars for projects. The agency considers the issuance of debt when capital program cash flow demand exceeds projected annual revenue capacity over a specified period of time. It is the agency's policy to issue bonds for broad-based program needs and on projects for which Alameda CTC is the project sponsor. This is consistent with both the economic and program management objectives of the agency.

As borrowing needs are identified, Alameda CTC evaluates the nature of the capital investment to determine if either long or short-term debt is the appropriate financing mechanism to meet the funding need. Standards for the appropriate use of debt financing include:

A. Long-Term Capital Projects: Debt should be used to finance capital projects on a programmatic basis where it is cost effective and fiscally prudent. The debt repayment period should not exceed 120% of the useful life of the project being financed or the term of the pledged sales tax Measure. The ability or need to expedite or maintain the programmed schedule of approved capital projects is a factor in the decision to issue debt.

B. Debt Financing Mechanism: Alameda CTC evaluates the use of financial alternatives available including, but not limited to, long-term debt, short-term debt, commercial paper, direct bank loans, federal lending programs, lines of credit and inter-fund borrowing. Alameda CTC utilizes the most cost-effective financing alternative consistent with limiting Alameda CTC's risk exposure.

C. Credit Quality: All Alameda CTC debt management activities for new debt issuances are conducted in a manner conducive to receiving the highest credit ratings possible.

The market for municipal finance is well developed and provides numerous products or types of debt including long-term, short-term and variable rate debt with various terms and structures and compliance requirements that Alameda CTC evaluates on a case-by-case basis.

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ALAMEDA
County Transportation Commission

2024 Comprehensive Investment Plan Update

Appendix F

Alameda CTC Strategic Plan



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Alameda County Transportation Commission

COMPREHENSIVE INVESTMENT PLAN

STRATEGIC PLAN

Strategic Plan Guiding Principles.....**1**
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2014 Measure BB Commitments **11**

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ALAMEDA COUNTY TRANSPORTATION COMMISSION

STRATEGIC PLAN

1. PURPOSE

Alameda County maintains a highly diverse transportation network complete with highway infrastructure, express lanes, local roadways, freight and port facilities, rail and bus transit, and bicycle and pedestrian improvements. Its wide range of transportation infrastructure may differ dramatically from one area of the county to the other as each respective community has unique transportation needs. Alameda CTC's goal is to leverage local funds under its purview to help secure additional competitive local regional, State, and federal transportation funding dollars in order to fund a balanced set of countywide transportation projects to maintain a well-connected and efficient system for the whole county.

Alameda CTC administers voter-approved sales tax programs (2000 Measure B and 2014 Measure BB), and the Vehicle Registration Fee (VRF) program (2010 Measure F) that provide critical funding for delivering transportation improvements within the county. The most significant source of funding under Alameda CTC's purview is the Measure BB sales tax revenue generated through the voter-approved 2014 Transportation Expenditure Plan (2014 TEP) in November 2014. The duration of the 2014 TEP is thirty (30) years, from April 1, 2015 to March 31, 2045. The 2014 TEP is projected to generate approximately $7.8 billion in revenues for transportation investments ranging from bus/ferry/commuter rail services and operations, streets and highways improvements, student transit passes, community development initiatives, technology and innovation programs, bicycle/pedestrian enhancements, and transportation programs for seniors and people with disabilities.

Although the 2014 TEP is anticipated to generate a significant source of funding for Alameda County, the transportation funding needs far outweigh the expected revenue generation required to complete the project and program delivery of the 2014 TEP in its entirety. Over 50 percent (approximately $4.1 billion) of the revenues generated are annually returned to local jurisdictions as Direct Local Distributions for local agencies to use at their own discretion. The remaining $3.7 billion is split among "Named" capital projects ($1.2 billion) and discretionary programs ($2.3 billion). The 2014 TEP recognizes investments within specific categories and types, and the Measure BB total revenue will not be able to fulfill the funding needs. It is imperative the Commission strategize investments to leverage external funding to fulfill the capital program needs.

The aim of the Strategic Plan is to simultaneously:

1. <u>Prioritize Project and Program Investments</u>
   Identify project investment strategies using Alameda CTC administered funds to get projects in a state of readiness to compete for available external funds as they presumably become available over the life of the strategic plan.

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2. Maximize Measure BB Investments/Leveraging Strategy
   Identify an investment strategy to ensure that Measure BB is used to expediate the delivery of projects while also serving as the basis to attract external competitive funding to Alameda County such as Regional Measure 3, Senate Bill 1 programs, and U.S. Department of Transportation competitive programs for example.

3. Guide Project Delivery Strategy
   Identify project delivery strategies for an Alameda County portfolio of project investments that depict which projects can be delivered in whole, or in part, by the Measure BB sales tax program, other Alameda CTC-administered funds, or prospective external competitive funding programs. It also identifies the funding challenges leading up to full project implementation and the potential risks of early project development investments towards projects with incomplete funding.

The Strategic Plan focuses on Alameda CTC-implemented projects and externally implemented "Named" capital projects. Between Alameda CTC implemented projects and projects implemented by external Project Sponsors such as the Bay Area Rapid Transit (BART), City of Union City, and others, there is a collective total project cost of $6.7 billion, with only $2.1 B committed through Measure BB, Regional Measures, various state and federal programs, and other local sources. There is an overall funding need of $4.6 billion required to fill the gap and ensure the delivery of all these projects within the next decade.

Table 1: Summary of Project Delivery Funding Needs *($ in Billions)*

Project Sponsor	Total Project Costs	Total Commitment	Total Shortfall
Alameda CTC-Implemented	$3.8	$1.0	$2.8
Named Projects Implemented by External Sponsors	$2.9	$1.1	$1.8
Total	**$6.7**	**$2.1**	**$4.6**
Note: Commitment sources include funds from Measure B, Measure BB, VRF, local jurisdictions, STIP, secured state grants.			

The Strategic Plan address near-term financial implementation of countywide projects, including funding constraints, priority projects, and potential strategies. The strategies attempt to leverage existing local Alameda CTC administered fund sources against various outside funding programs anticipated in the next decade that aim to address the $4.6 billion shortfall.

For the Alameda CTC-implemented projects, Alameda CTC intends to pursue competitive funds from Senate Bill 1 Programs, Regional Measure 3, State Transportation Improvement Program (STIP), federal programs, and by encouraging local cooperation and funding partnerships with jurisdictions where a project resides or by whom might receive benefit. Local jurisdictions are encouraged to apply for these discretionary opportunities to maximize Alameda CTC funds to its fullest extent.

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2. STRATEGIC PLAN GUIDING PRINCIPLES

The Strategic Plan Guiding Principles identified below support decision making to generate a portfolio of quality candidate projects for Alameda CTC administered funds and a prospective for external funds available to Alameda County jurisdictions.

These guiding principles are to:

1. Achieve the Alameda CTC's mission and vision and goals.

   In September 2019, the Alameda CTC approved the vision and goals for the 2020 Countywide Transportation Plan (CTP).

   Vision: "Alameda County residents, businesses and visitors will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities."

   To complete this vision, Alameda CTC prioritizes projects that achieve these aspiring goals for Alameda County's transportation system:
   - Accessible, Affordable and Equitable
   - Safe, Healthy and Sustainable
   - High Quality and Modern Infrastructure, and
   - Economic Vitality

2. Identify Alameda CTC sponsored and implemented projects based on project delivery strategies, transportation benefits, resource capabilities, and funding strategies that maximize leveraging Alameda CTC's administered funds.

3. Prioritize Alameda CTC sponsored and implemented projects for available local, regional, State and federal funds that may be available to Alameda County on the basis of Alameda CTC implementing multi-jurisdictional, resource intensive, county significant, and/or regional significant projects.

4. Prioritize 2014 Transportation Expenditure Plan (TEP)'s "named" capital projects by providing an investment and delivery strategy for Project Sponsors that promotes the development of these projects through the upcoming prospective funding opportunities.

5. Establish a systematic programming and allocation strategy for Alameda CTC administered funds to promote project delivery and project readiness. This includes an assessment of prospective local, regional, State, and federal fund sources anticipated to be made available to Alameda County.

6. Ensure the investment strategy remains flexible to provide capacity to respond to emerging and unanticipated needs in terms of both evolving project initiation and development needs, as well as, changes in funding opportunities, amounts and

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programs that may require nimbleness in adjusting the overall funding strategy of the Strategic Plan.

7. Provide an informational tool for agency's project management, project delivery, resource management, and financing strategies.

8. Adhere to the Alameda CTC's budgeting and financing policies including:
    a. Pay-as you go financing strategy until an immediate need to issue debt for project(s) is required.
    b. Debt shall not be utilized for operating expenses.
    c. Maintains an adequate level of reserves and support strong bond ratings

9. Create synchronicities between Alameda CTC's Countywide Transportation Plan, Transportation Expenditure Plans, modal plans, CIP, local plans, and other delivery strategies plans, where feasible.

10. Optimize leveraging of external funding opportunities such as local, regional, State, and Federal sources available through Project Sponsor local funds, Senate Bill 1, State Transportation Improvement Program funds, Regional Measures, Federal Programs.

3. MEASURE B AND MEASURE BB COMMITMENTS

The following attachments reflect current 1986 Measure B, 2000 Measure B and 2014 Measure BB commitments and allocations. These investments have yielded significant leveraging of external fund sources such as the Senate Bill 1, Regional Measure 3, and State Transportation Improvement Program funds.

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Alameda CTC 1986 Measure B Capital Program
Strategic Plan - Project Commitment and Allocation Summary
Remaining Active Capital Projects

ACTA No.	ACTA No. Title	Total 1986 Measure B Commitment ($ x 1,000)	Total Amount Allocated To Date ($ x 1,000)	Remaining Programmed Balance (Un-Allocated) ($ x 1,000)
MB226	I-880 to Mission Blvd East-West Connector	$ 88,871	$ 88,871	$ -
MBVar	Program-Wide and Project Closeout Costs	$ 5,750	$ 5,750	$ -
	Totals	**$ 94,621**	**$ 94,621**	**$ -**

Notes:

The Program-Wide and Project Closeout Costs (MBVar) commitment is programmed and allocated for program-wide and project closeout activities related to multiple projects and the capital program overall such as post-project obligations, financial closeout, right of way transfers, ongoing coordination with projects implemented by others etc.

Alameda CTC 2000 Measure B Capital Program
Strategic Plan - Project Commitment and Allocation Summary

ACTIA No.	ACTIA No. Title	Total 2000 Measure B Commitment ($ x 1,000)		Total Amount Allocated To Date ($ x 1,000)	Remaining Programmed Balance (Un-Allocated) ($ x 1,000)
01	ACE Capital Improvements	$ 13,184		$ 13,184	$ -
02	BART Warm Springs Extension	$ 224,448		$ 224,448	$ -
03	BART Oakland Airport Connector	$ 89,052		$ 89,052	$ -
04	Oakland Downtown Streetscape Project	$ 6,358		$ 6,358	$ -
05	Fruitvale Transit Village - 5A/5B	$ 4,435		$ 4,435	$ -
06	Union City Intermodal Station	$ 12,561		$ 12,561	$ -
07	San Pablo/Telegraph Corridors - AC Transit	$ 24,444		$ 24,444	$ -
08	I-680 Express Lanes	$ 35,197	#	$ 35,197	$ -
09	Iron Horse Transit Route	$ 6,267		$ 6,267	$ -
10	I-880/Broadway-Jackson Interchange	$ 8,101		$ 8,101	$ -
11	I-880/Washington Avenue Interchange	$ 1,335		$ 1,335	$ -
12	I-580 Interchange Improvements in Castro Valley	$ 11,525		$ 11,525	$ -
13	Lewelling Boulevard/East Lewelling Boulevard	$ 13,104		$ 13,104	$ -
14	I-580 Auxiliary Lanes	$ 13,029		$ 13,029	$ -
15	I-880/Route 92/Whitesell Drive Interchange	$ 27,037		$ 27,037	$ -
16	Oakland Local Streets and Roads	$ 5,278		$ 5,278	$ -
17	Hesperian Boulevard/Lewelling Boulevard Widening	$ 1,264		$ 1,264	$ -
18	Westgate Parkway Extension	$ 8,518		$ 8,518	$ -
19	East 14th St/Hesperian Blvd/150th St Improvements	$ 3,218		$ 3,218	$ -
20	Newark Local Streets	$ 1,422		$ 1,422	$ -
21	I-238 Widening	$ 81,022		$ 81,022	$ -
22	I-680/I-880 Cross Connector Studies	$ 1,233		$ 1,233	$ -
23	Isabel Avenue - Route 84/I-580 Interchange	$ 26,529		$ 26,529	$ -
24	Route 84 Expressway Widening	$ 96,459		$ 96,459	$ -
25	Dumbarton Corridor Improvements (Newark and Union City)	$ 19,367		$ 6,078	$ 13,289
26	I-580 Corridor/BART to Livermore Studies	$ 41,831		$ 41,831	$ -
27	Emerging Projects	$ 10,251		$ 10,251	$ -
	Totals	**$ 786,469**		**$ 773,180**	**$ 13,289**

Alameda CTC 2014 Measure BB Program
All TEP Commitments and Allocations Summary

5/23/24

TEP ID	Type	Title	Total Measure BB Commitment	Total Programmed to Date	Total Amount Allocated To Date	Total Remaining Commitment Balance (Un-Allocated)
07	Disc	Transit: Operations, Maintenance and Safety Program- Innovative Grant Funds		$ 31,500,000	$ 31,500,000	
08	Fixed Program	Affordable Student Transit Pass Program	$ 15,000,000	$ 15,000,000	$ 15,000,000	$ -
12	Disc	Coordination and Service Grants (Paratransit)		$ 3,016,000	$ 3,016,000	
13	Named	Telegraph Ave/East 14th/International Blvd Project	$ 10,000,000	$ 10,000,000	$ 10,000,000	$ -
14	Named	Alameda to Fruitvale BART Rapid Bus	$ 9,000,000	$ 9,000,000	$ 1,350,000	**$ 7,650,000**
15	Named	Grand/MacArthur BRT	$ 6,000,000	$ 97,000	$ 97,000	**$ 5,903,000**
16	Named	College/Broadway Corridor Transit Priority	$ 10,000,000	$ 100,000	$ 100,000	**$ 9,900,000**
17	Named	Irvington BART Station	$ 120,000,000	$ 26,710,000	$ 26,710,000	**$ 93,290,000**
18	Named	Bay Fair Connector/BART METRO	$ 100,000,000	$ 40,935,000	$ 40,935,000	**$ 59,065,000**
19	Named	BART Station Modernization and Capacity Program	$ 90,000,000	$ 37,220,000	$ 37,220,000	**$ 52,780,000**
20	Named	BART to Livermore Extension, Phase 1	$ 400,000,000	$ -	$ -	**$ 400,000,000**
21	Disc-Cap	Dumbarton Corridor Area Transportation Improvements	$ 120,000,000	$ 21,439,000	$ 21,439,000	**$ 98,561,000**
22	Named	Union City Intermodal Station	$ 75,000,000	$ 51,000	$ 51,000	**$ 74,949,000**
23	Disc-Cap	Railroad Corridor Right of Way Preservation and Track Improvements	$ 110,000,000	$ 32,587,000	$ 32,587,000	**$ 77,413,000**
24	Named	Oakland Broadway Corridor Transit	$ 10,000,000	$ 5,400,000	$ 5,400,000	**$ 4,600,000**
25	Named	Capitol Corridor Service Expansion	$ 40,000,000	$ -	$ -	**$ 40,000,000**
26	Disc-Cap	Congestion Relief, Local Bridge Seismic Safety	$ 639,000,000	$ 206,780,000	$ 206,780,000	**$ 432,220,000**
27	Disc-Cap	Countywide Freight Corridors	$ 161,000,000	$ 137,067,000	$ 137,067,000	**$ 23,933,000**
29	Named	I-80 Gilman Street Interchange Improvements	$ 24,000,000	$ 12,000,000	$ 12,000,000	**$ 12,000,000**
30	Named	I-80 Ashby Interchange Improvements	$ 52,000,000	$ 19,069,000	$ 19,069,000	**$ 32,931,000**
31	Named	SR-84/I-680 Interchange and SR-84 Widening	$ 122,000,000	$ 122,000,000	$ 122,000,000	$ -
32	Named	SR-84 Expressway Widening (Pigeon Pass to Jack London)	$ 10,000,000	$ 10,000,000	$ 10,000,000	$ -
33	Named	I-580/I-680 Interchange Improvements	$ 20,000,000	$ -	$ -	**$ 20,000,000**
34	Named	I-580 Local Interchange Improvement Program	$ 28,000,000	$ 1,380,000	$ 1,380,000	**$ 26,620,000**
35	Named	I-680 HOT/HOV Lane from SR-237 to Alcosta	$ 60,000,000	$ 60,000,000	$ 60,000,000	$ -
36	Named	I-880 NB HOV/HOT Extension from A Street to Hegenberger	$ 20,000,000	$ -	$ -	**$ 20,000,000**
37	Named	I-880 Broadway/Jackson Multimodal Transportation and Circulation Improvements	$ 75,000,000	$ 74,000,000	$ 74,000,000	**$ 1,000,000**
38	Named	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	$ 60,000,000	$ 10,800,000	$ 10,800,000	**$ 49,200,000**
39	Named	I-880 Industrial Parkway Interchange Improvements	$ 44,000,000	$ 10,700,000	$ 10,700,000	**$ 33,300,000**
40	Named	I-880 Local Access and Safety Improvements	$ 85,000,000	$ 33,808,000	$ 33,808,000	**$ 51,192,000**
41	Disc	Freight and Economic Development Program		$ 9,796,000	$ 9,796,000	
42	Disc-Cap	Gap Closure on Three Major Trails	$ 264,000,000	$ 55,962,000	$ 55,962,000	**$ 208,038,000**
44	Disc	Bicycle and Pedestrian Grant Program		$ 25,117,000	$ 25,117,000	
45	Disc	Community Investments That Improve Transit Connections to Jobs and Schools		$ 70,187,000	$ 70,187,000	
46	Disc	Technology, Innovation & Development Program		$ 20,540,000	$ 20,540,000	
		Subtotal (Fixed Commitments)	**$ 2,779,000,000**	**$ 952,105,000**	**$ 944,455,000**	**$ 1,834,545,000**
		Subtotal (Percentage Based)		**$ 160,156,000**	**$ 160,156,000**	
		Subtotal (Fixed + Percentage)		**$ 1,112,261,000**	**$ 1,104,611,000**	

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Alameda CTC 2014 Measure BB Program
All TEP Commitments and Allocations Summary

5/23/24

TEP ID	Type	Title	Total Measure BB Commitment	Total Programmed to Date	Total Amount Allocated To Date	Total Remaining Commitment Balance (Un-Allocated)
DIRECT LOCAL DISTRIBUTIONS (DLD)						
01	DLD	Transit: Operations, Maintenance and Safety Program - AC Transit		$ 284,568,759	$ 284,568,759	
02	DLD	Transit: Operations, Maintenance and Safety Program -ACE		$ 15,136,636	$ 15,136,636	
03	DLD	Transit: Operations, Maintenance and Safety Program -BART		$ 7,568,318	$ 7,568,318	
04	DLD	Transit: Operations, Maintenance and Safety Program - WETA		$ 7,568,318	$ 7,568,318	
05	DLD	Transit: Operations, Maintenance and Safety Program -LAVTA		$ 7,568,318	$ 7,568,318	
06	DLD	Transit: Operations, Maintenance and Safety Program -UC Transit		$ 3,784,159	$ 3,784,159	
09	DLD	City-based and Locally Mandated Direct Allocations (paratransit)		$ 45,409,908	$ 45,409,908	
10	DLD	East Bay Paratransit Consortium - AC Transit		$ 68,114,863	$ 68,114,863	
11	DLD	East Bay Paratransit Consortium - BART		$ 22,704,954	$ 22,704,954	
28	DLD	Local Streets Maintenance and Safety Program (DLD)		$ 302,732,722	$ 302,732,722	
43	DLD	Bicycle and Pedestrian Direct Allocations to Cities and County		$ 45,409,908	$ 45,409,908	
		Subtotal (DLD)		**$ 810,566,863**	**$ 810,566,863**	

SUMMARY TOTAL

Subtotal (Fixed + Percentage)	**$ 3,445,000,000**	**$ 1,112,261,000**	**$ 1,104,611,000**	**$ 2,217,275,000**
Subtotal (DLD)		**$ 810,566,863**	**$ 810,566,863**	
Total (Fixed+Percentage+DLD)		**$ 1,922,827,863**	**$ 1,915,177,863**	

Notes:

1. Measure BB Commitments are dollar amounts identified for specifically named projects and discretionary capital programs identified in the 2014 Transportation Expenditure Plan.
2. Discretionary categories are percentage based of generated program revenues.
3. Direct Local Distributions allocations shown are actuals from April 1, 2015 through June 30, 2023.

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ALAMEDA
County Transportation Commission

2024 Comprehensive Investment Plan Update

Appendix G

Funding Distribution



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Alameda County Transportation Commission

COMPREHENSIVE INVESTMENT PLAN
FUNDING DISTRIBUTION

Overview Funding Distribution **2**
1. Programming by Phase **2**
2. Programming by Project Type / Mode **3**
3. Programming by Planning Area **4**

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OVERVIEW FUNDING DISTRIBUTION

The Alameda County Transportation Commission (Alameda CTC) is responsible for programming funding from federal, State, regional, and local fund sources across Alameda County towards transportation projects and programs. The Alameda CTC's Comprehensive Investment Plan (CIP) programs federal, State, regional, and local fund sources in consideration of addressing critical transportation needs, project readiness, countywide funding equity, modal equity, and leveraging opportunities.

The pursuit of equitable funding distribution across Alameda County is a vital objective in the CIP to ensure transportation dollars are programmed to the diverse and balanced package of transportation needs in the county.

Alameda CTC's programming is guided by the CIP programming principles and project selection guidelines during each CIP programming cycle. As such, the funding distribution derived in the CIP is subject to the Commission's priority of investments during a programming event, the availability of fund sources and use of fund eligibilities, and the projects and programs proposed by Project Sponsors. In general, the CIP prioritizes funding towards projects and programs that are ready for implementation, secured funding plans, and demonstrated readiness with the first years of a given CIP five-year horizon.

Since the 2015, the CIP has programmed over $1.8 billion in transportation dollars amongst all jurisdictions in Alameda County. This Appendix includes a programming investments summary of the CIP's programming by:

1. Project Phase
2. Project Type/Mode
3. Planning Area

1. PROGRAMMING BY PROJECT PHASE

The CIP fundamental programming principles includes an investment strategy to target available funding resources to a diverse portfolio of projects and programs that are in various stages of project development, implementation, and construction.

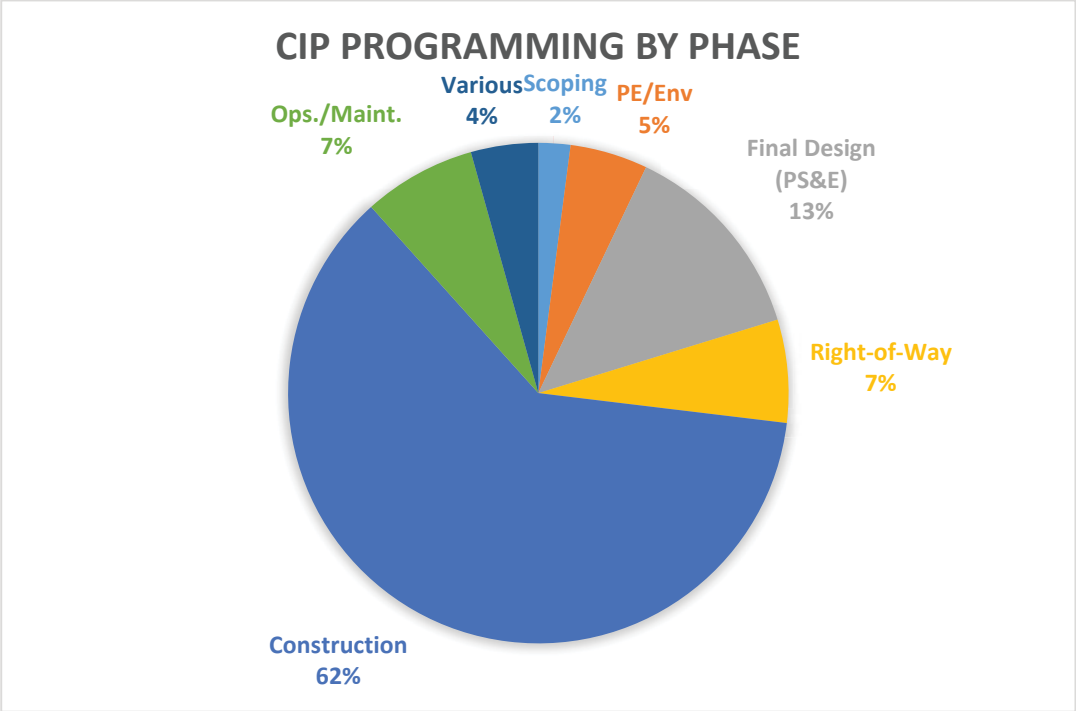
The goal is to strike a balance between investments in project development and construction capital phases that work simultaneously to:

- establish a pipeline of projects moving towards the construction phase,
- implement projects ready to for construction, and
- develop transportation projects to a point of project readiness so that project sponsors may be able to potentially secure competitive federal, State and regional funding sources as they become available.

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Alameda CTC provides local cities, the county, and transit with Measure B / BB / VRF formula Direct Local Distribution funds that assist these agencies in initiating and developing their projects and programs for future inclusion in the CIP. These Direct Local Distribution funds are not part of the CIP funding distribution analysis but are a significant source of funding for all jurisdictions.

The current CIP Programming by Phase includes a range of funding investments progressively increasing in amount from the scoping, preliminary engineering, design, to the construction phases. The majority of CIP programming to date is committed to the construction phase.



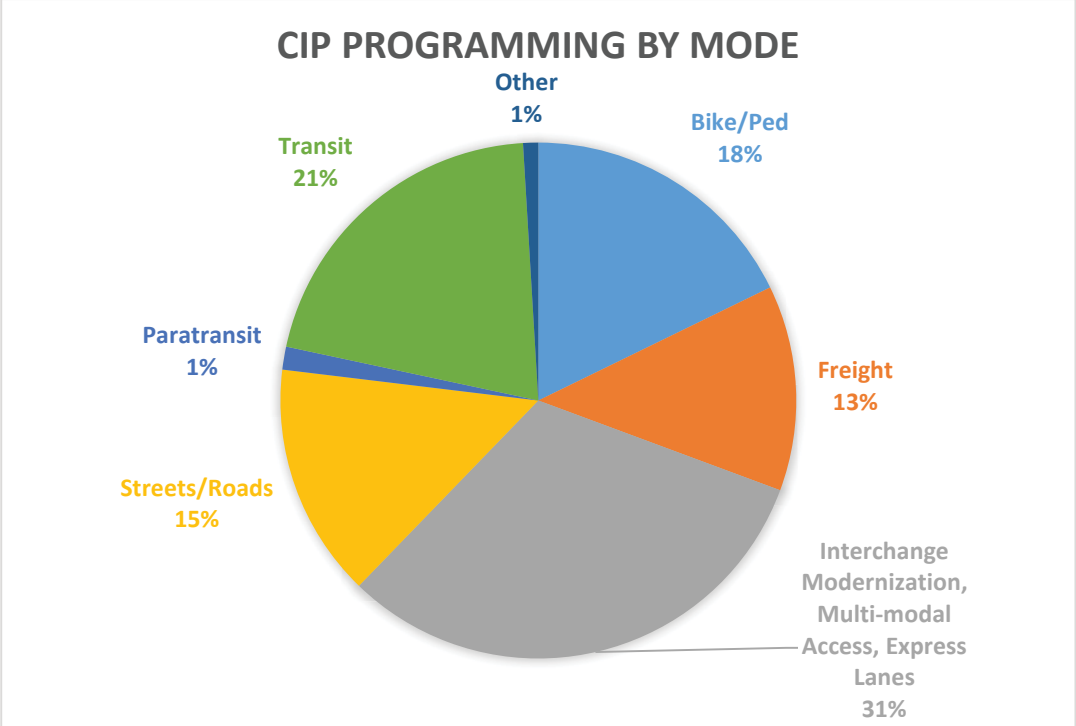
2. PROGRAMMING BY PROJECT TYPE / MODE

Alameda County's transportation system is a diverse network of highway infrastructure, bicycle/pedestrian routes, local streets and roads, and transit routes that are each connected to provide the community with a complete multi-modal network of transportation travel options.

The CIP strives to make investments in all modes of transportation to build and maintain Alameda County's transportation infrastructure and program operations. Alameda CTC investments are only limited by use of fund eligibilities of certain funding sources i.e. Measure B / BB/ VRF bicycle/pedestrian funds can only be used towards bicycle/pedestrian related improvements.

However, due to the wide variety of fund sources programmed through the CIP, the CIP is able to supports a field of projects providing improvements to bicycle/pedestrian networks, local streets and roads, highway infrastructure, paratransit programs, transit, freight, and community developments.

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3. PROGRAMMING BY PLANNING AREA

Alameda CTC considers funding equity across the jurisdictions and planning areas during a given CIP programming cycle. This requires an examination of types of projects proposed to the CIP, project readiness, and eligibilities of the fund sources available at the time of programming towards those projects and programs. Alameda CTC use a traditional population share based methodology amongst the planning areas as a standard point of reference for determining the general percentage share of funding and population by planning area. Alameda CTC defines planning areas into four main geographic areas (north, central, south, east) as depicted in the table below.

Planning Area	Jurisdictions
Planning Area 1 **North Area**	• Alameda • Albany • Berkeley • Emeryville • Oakland • Piedmont
Planning Area 2 **Central Area**	• Hayward • San Leandro • Unincorporated areas of Castro Valley and San Lorenzo
Planning Area 3 **South Area**	• Fremont • Newark • Union City
Planning Area 4 **East Area**	• Dublin • Livermore • Pleasanton, and all unincorporated lands in that area

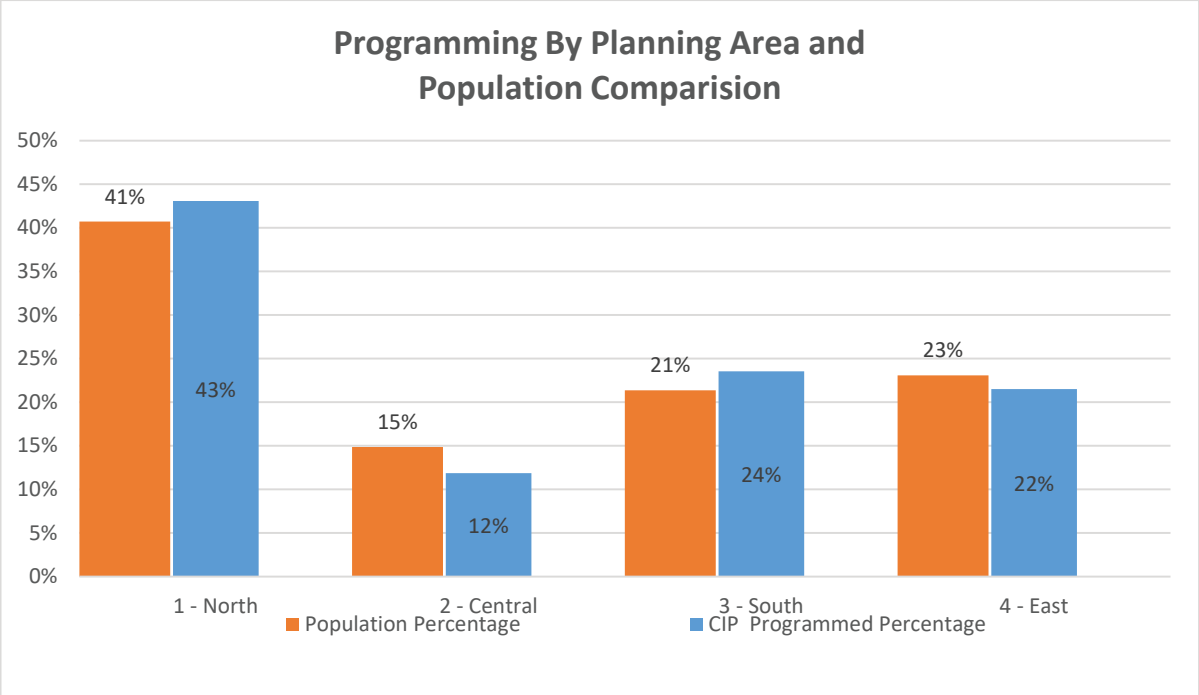
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Within these planning areas, the Alameda County's population distribution favors more urbanized cities such as those in the North planning area.

Planning Area	Population	Percent
1 – North	680,277	41%
2 - Central	248,241	15%
3 - South	356,823	21%
4 - East	385,493	23%
Total	**1,670,834**	**100%**

The CIP programs available transportation dollars towards the Project Sponsors in consideration of the population share. However, it should be noted as described within the CIP's programming principles and project selection guidelines, population share is not the only factor in consideration. Other factors such as programming priorities, funding eligibilities, project readiness, and project types at the time of CIP programming are factors that affect level of investment by planning area.

To date, the CIP's programming investments by planning area, is +/- 5 percent relative to the population share of a planning area.



Alameda CTC's future CIP programming will continue to target and consider the balance of funding distribution across phases, modes, and planning areas.



Alameda County Transportation Commission
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Alameda CTC

FY2023/24 2014 MBB Direct Local Distributions

Description	Local S&R	Transit Service	Bike & Ped	Paratransit	Total MBB FY2023/24 Direct Local Distributions
Alameda	$ 4,835,193.41	$ -	$ 515,466.97	$ 508,453.67	$ 5,859,114.05
Albany	1,214,721.43	-	142,734.34	88,157.51	1,445,613.28
Berkeley	7,617,085.51	-	824,098.84	836,249.05	9,277,433.40
Dublin	1,412,274.60	-	478,537.85	-	1,890,812.45
Emeryville	734,567.30	-	84,102.60	73,145.34	891,815.24
Fremont	5,850,742.38	-	1,530,434.02	1,425,847.50	8,807,023.90
Hayward	5,739,900.62	-	1,065,788.80	1,981,972.66	8,787,662.08
Livermore	2,375,455.00	-	565,528.33	-	2,940,983.33
Newark	1,194,236.86	-	316,528.61	322,159.14	1,832,924.61
Oakland	27,699,309.71	-	2,798,235.81	2,962,386.37	33,459,931.89
Piedmont	982,451.52	-	71,984.11	-	1,054,435.63
Pleasanton	1,839,523.46	-	509,944.59	586,742.74	2,936,210.79
San Leandro	3,421,314.86	-	583,562.72	716,391.76	4,721,269.34
Union City	1,675,976.38	-	445,216.93	538,951.87	2,660,145.18
LAVTA	-	1,818,770.59	-	872,165.89	2,690,936.48
Alameda County	-	-	980,459.00	-	980,459.00
Alameda County - North	197,702.81	-	-	-	197,702.81
Alameda County - Central	4,904,494.26	-	-	-	4,904,494.26
Alameda County - East	1,055,873.29	-	-	-	1,055,873.29
AC Transit District	-	68,385,773.93	-	16,368,935.26	84,754,709.19
Alameda Ferries	-	1,818,770.59	-	-	1,818,770.59
Altamont Rail - South	-	1,818,770.59	-	-	1,818,770.59
Altamont Rail - East	-	1,818,770.59	-	-	1,818,770.59
Union City Transit	-	909,385.29	-	-	909,385.29
BART	-	1,818,770.59	-	5,456,311.76	7,275,082.35
Total FY2023/24 Distributions	$ 72,750,823.40	$ 78,389,012.17	$ 10,912,623.52	$ 32,737,870.52	$ 194,790,329.61





2026
Comprehensive Investment Plan
Fiscal Years 2025/26 to 2029/30




Alameda County Transportation Commission
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www.alamedactc.org

May 27, 2025

ALAMEDA
County Transportation
Commission

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Alameda County Transportation Commission
2026 COMPREHENSIVE INVESTMENT PLAN

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A. Technical Detail: Current Programming (previously approved on 5/25/24)
B. Technical Detail: Changes to Current Programming and Allocations
C. Technical Detail: 2026 CIP Five-year Programming Horizon with Allocation Plan
D. CIP Programming Principles and Guidelines
E. CIP Policies and Procedures
F. Alameda CTC Strategic Plan
G. Funding Distribution

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EXECUTIVE SUMMARY

The Alameda County Transportation Commission (Alameda CTC) is responsible for programming funding from federal, state, regional, and local fund sources across Alameda County to transportation projects and programs. The Comprehensive Investment Plan (CIP) is Alameda CTC's near-term strategic planning and programming document through which the various discretionary funding sources administered by Alameda CTC are programmed through a consolidated process to maximize investments in transportation infrastructure and program operations needs that are essential for enhancing, developing and maintaining the county's multi-modal transportation system to facilitate safe, efficient and accessible travel for all.

Five fundamental principles guide the CIP process:

1. Implementing Alameda CTC's adopted visions and goals
2. Balancing strategic investments across project delivery phases
3. Maximizing transportation investments
4. Investing in all modes and areas within Alameda County
5. Delivering solutions while ensuring accountability

The CIP brings the agency's long-range, countywide plans into the near term by identifying investments over a five-year programming horizon on a discretionary basis. Projects and programs that demonstrate a nexus to countywide transportation planning efforts and priorities as well as consistency with the goals and objectives established in the Alameda Countywide Transportation Plan (CTP) formulate the eligible candidate pool. Project selection and prioritization for the CIP is based, in part, on the consideration of priorities identified in adopted plans and studies as well as Commission-approved project selection criteria.

Each adopted five-year CIP includes a two-year allocation plan. Projects included in the two-year allocation plan must be ready to begin the phase for which funds are allocated in the fiscal year indicated in the CIP. Allocated funds are made available for encumbrance in funding agreements with Project Sponsors and implementing agencies, and for contracts and costs related to projects that Alameda CTC implements directly.

The revenue and expenditure assumptions for each CIP fund source are periodically confirmed and serve as the basis for the financial management of each funding program. Additionally, funding commitments to individual projects identified in the voter-approved transportation expenditure plans are periodically confirmed, and current programming and allocations to these projects are documented in the CIP to satisfy annual strategic plan requirements mandated by the 1986 Measure B, 2000 Measure B, and 2014 Measure BB transportation expenditure plans.

The CIP document contains programming and allocation guidelines, policies, and procedures that guide

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Alameda CTC's CIP investment decisions, programming and allocation processes, and subsequent funding administration activities. Refer to Appendix D, CIP Programming Principles and Guidelines, and Appendix E, Policies and Procedures, for more information about CIP development and implementation processes.

2026 CIP and Summary of CIP Investments

The 2026 CIP covers fiscal years (FYs) 2025-26 through 2029-30, with FYs 2025-26 and 2026-27 identified as the two allocation years. The combined total 2026 CIP includes $80.29 million in programming over FYs 2025-26 through 2029-30. Of that total, $65.43 million is programmed in FYs 2025-26 and 2026-27, within the two-year allocation plan. Refer to Appendix C for the complete 2026 CIP project awards sorted by project sponsor, inclusive of past programming and allocations, 2015 - present.

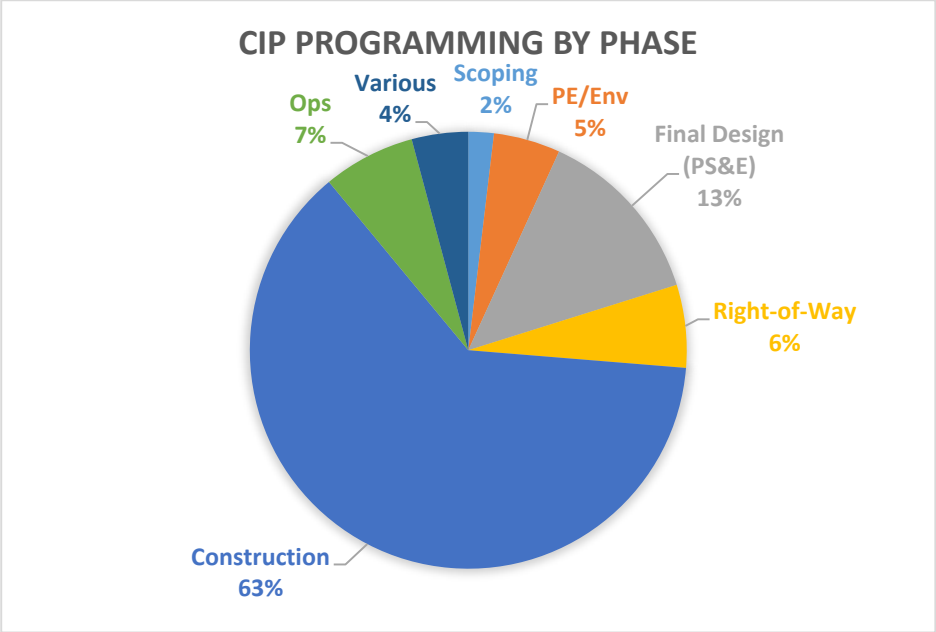
Since 2015, the CIP has programmed a total of over $1.88 billion in discretionary transportation dollars across all Alameda County jurisdictions. The pursuit of equitable funding distribution is a vital objective in the CIP to ensure transportation dollars are programmed to the diverse transportation needs of the county. As detailed in Appendix G, the CIP's programming investments by Project Phase, Project Mode, and Planning Area are summarized below.

CIP Programming by Project Phase

The CIP fundamental programming principles include an investment strategy to target available funding resources for a diverse portfolio of projects and programs in various stages of project development, implementation, and construction. The goal is to strike a balance between investments in project development and construction capital phases that work simultaneously to establish a pipeline of projects moving toward the construction phase, implement projects ready for construction and develop transportation projects to a point of project readiness so that Project Sponsors may apply for and potentially secure competitive federal, state and regional funding sources as they become available.

The current CIP Programming by Phase includes a range of funding investments progressively increasing in amount from the scoping, preliminary engineering, design, to the construction phases. The majority of CIP programming to date is committed to the construction phase.

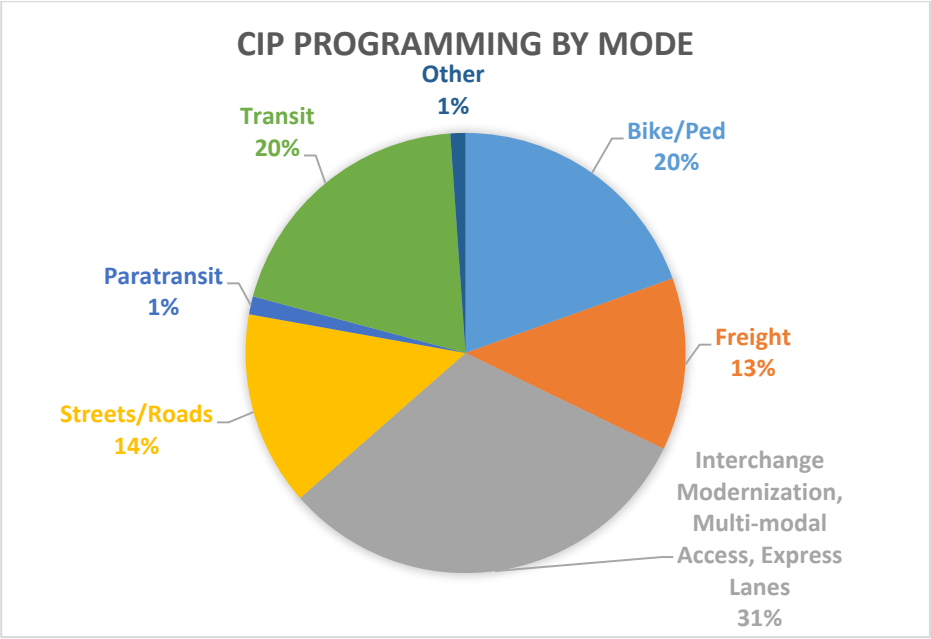
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CIP Programming by Project Type/Mode

Alameda County's transportation system is a diverse network of highway infrastructure, freight, local streets and roads, bicycle/pedestrian facilities, transit and paratransit operations that are each connected to provide residents with a complete multimodal network of transportation travel options.

The CIP strives to make investments in all modes of transportation to build and maintain Alameda County's transportation infrastructure and program operations.



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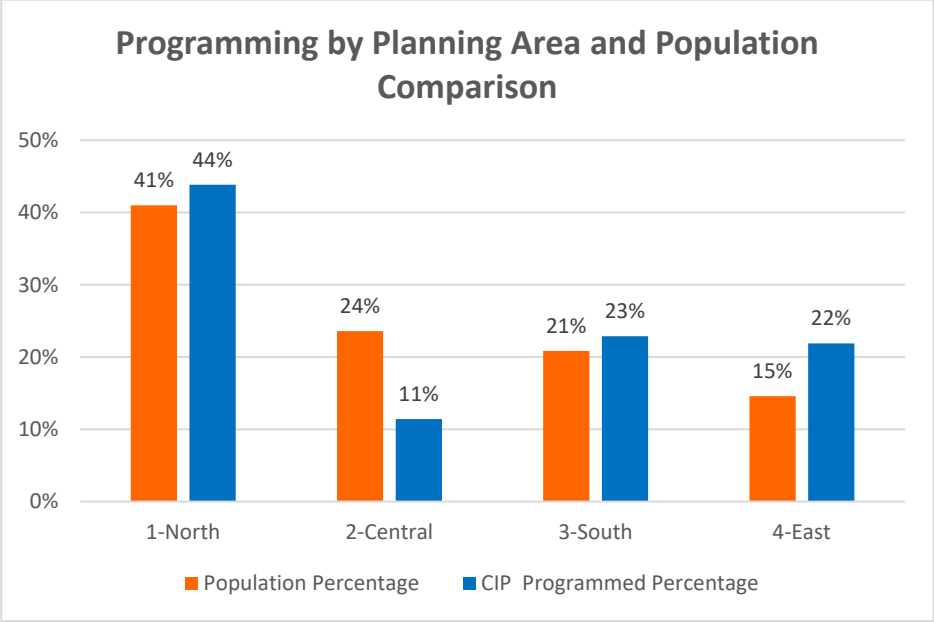
CIP Programming by Planning Area

Alameda CTC considers funding equity across the jurisdictions and planning areas during a given CIP programming cycle and over multiple cycles. This requires examining at the time of programming the types of proposed projects, project readiness, and the available fund sources and eligibilities.

Alameda CTC defines the Alameda County planning areas as four main geographic areas (north, central, south, east). Within these planning areas, the population distribution is focused in the more urbanized areas of the County such as in the North planning area.

Planning Area	Population	Percent
1 - North	672,912	41%
2 - Central	387,092	24%
3 - South	342,317	21%
4 - East	239,548	15%
Total	1,641,869	100%

Alameda CTC uses a traditional population share-based methodology where the percentage share of population by planning area is used as a standard point of reference for determining the equitable percentage share of funding. Although population share may be a consideration in CIP programming, as described in Sections 6 and 7, Programming Principles and Guidelines and Project Selection Methodology, at the time of programming each CIP cycle, other factors such as programming priorities and criteria, funding eligibilities, project types and readiness, are factors that affect the overall level of investment by planning area, within each CIP cycle as well as cumulatively over time. To date, the total CIP programming investment by planning area, is +/- 12 percent relative to the population share of a planning area.



SECTION 1: INTRODUCTION

The Alameda County Transportation Commission (Alameda CTC) is responsible for planning, programming, and allocation of local, regional, state and federal funding for transportation improvements throughout Alameda County.

Alameda CTC maintains programming and allocation authority for federal, state, regional, and local transportation funding programs, such as local, voter-approved measures (Measure B, Measure BB, and Measure F Vehicle Registration Fee), the Transportation Fund for Clean Air (TFCA) Program, State Transportation Improvement Program (STIP), and federal One Bay Area Grant (OBAG) Program. Since 2016, Alameda CTC has consolidated the programming and allocation of the fund sources under Alameda CTC's purview ("Alameda CTC Administered Funds") into a single programming and allocation document known as the Alameda CTC Comprehensive Investment Plan (CIP).

The CIP programming and allocation recommendations, in any given CIP cycle, demonstrate Alameda CTC's commitment to invest in projects and programs that maintain and enhance the countywide transportation system, based on current Commission priorities at the time of the programming and allocation action(s). The CIP contains programming and allocation policies, guidelines, and procedures that guide Alameda CTC's investment decisions, programming and allocation processes, and the subsequent funding administration.

The CIP is updated annually to capture programming and allocations made since the last CIP approval, and to document programming and allocation adjustments including new programming requests, proposed adjustments by Project Sponsors, and technical adjustments as required by the CIP and funding administration policies.

The CIP document structure includes:

- Purpose, background, strategic objectives, and an overview of programming principles for all programming through Alameda CTC.
- Appendices include:
    - Technical summaries of adjustments to the prior programming and a summary with the final programming record.
    - Programming and allocation guidelines for future programming.
    - Policies and procedures for Alameda CTC's programming and funding administration.

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SECTION 2: PURPOSE OF COMPREHENSIVE INVESTMENT PLAN

The CIP is a programming and allocation document that establishes a financial investment strategy of funding under Alameda CTC's purview to deliver projects and programs ("projects") that allow the countywide transportation system to be more efficient and effective. The CIP identifies transportation funds from various sources expected to be available over a five-year programming horizon and targets them for transportation priorities in Alameda County.

The main objectives of the CIP are summarized as follows:

1. **Translate long-range plans into short-range implementation.**
   The CIP transitions long-range plans into focused project/program delivery over a five-year programming window with a two-year allocation plan.

2. **Serve as the Strategic Plan.**
   The CIP serves as Alameda CTC's Strategic Plan and satisfies the public reporting requirements for these funding programs.

3. **Establish a consolidated programming and allocation plan.**
   The CIP is a decision-making programming document used to program fund sources under Alameda CTC's responsibility for capital improvements, program operations, and maintenance projects. Integrating all fund sources into one programming document permits Alameda CTC to coordinate the programming and allocation of multiple fund sources to ensure that the fund investments from the individual sources are joined to maximize the effectiveness of the overall investments in the Alameda County transportation system.

The CIP includes a two-year allocation plan for funds allocated by Alameda CTC. Projects included in the two-year allocation plan must be ready to begin the phase for which funds are allocated in the fiscal year indicated in the CIP. Allocated funds are made available for encumbrance in funding agreements with Project Sponsors and implementing agencies, and for contracts and costs related to projects that Alameda CTC implements directly.

The revenue and expenditure assumptions for each fund source are confirmed periodically and serve as the basis for the financial management of each funding program. Funding commitments to individual projects identified in the voter-approved transportation expenditure plans are confirmed, and current programming and allocations to these projects are documented in the CIP to satisfy annual strategic plan requirements mandated by the 1986 Measure B, 2000 Measure B, and 2014 Measure BB transportation expenditure plans.

The CIP will be updated on an annual and biennial basis, as needed, to reflect updates to Alameda CTC's programming and allocations. The annual updates are intended to include technical updates to confirm commitments and programming and allocation actions occurring outside the regular CIP process. A biennial update of the CIP will include a more robust update that shifts the five-year programming and allocation horizon and allows for additional projects to be nominated and programmed into the CIP against the newly available programming capacity granted by the horizon shift.

The CIP guides investments in projects that demonstrate significant public benefit, advance project implementation, and support leveraging of local, regional, state, and federal dollars for Alameda County's transportation priorities.

SECTION 3: RELATIONSHIP WITH PLANNING

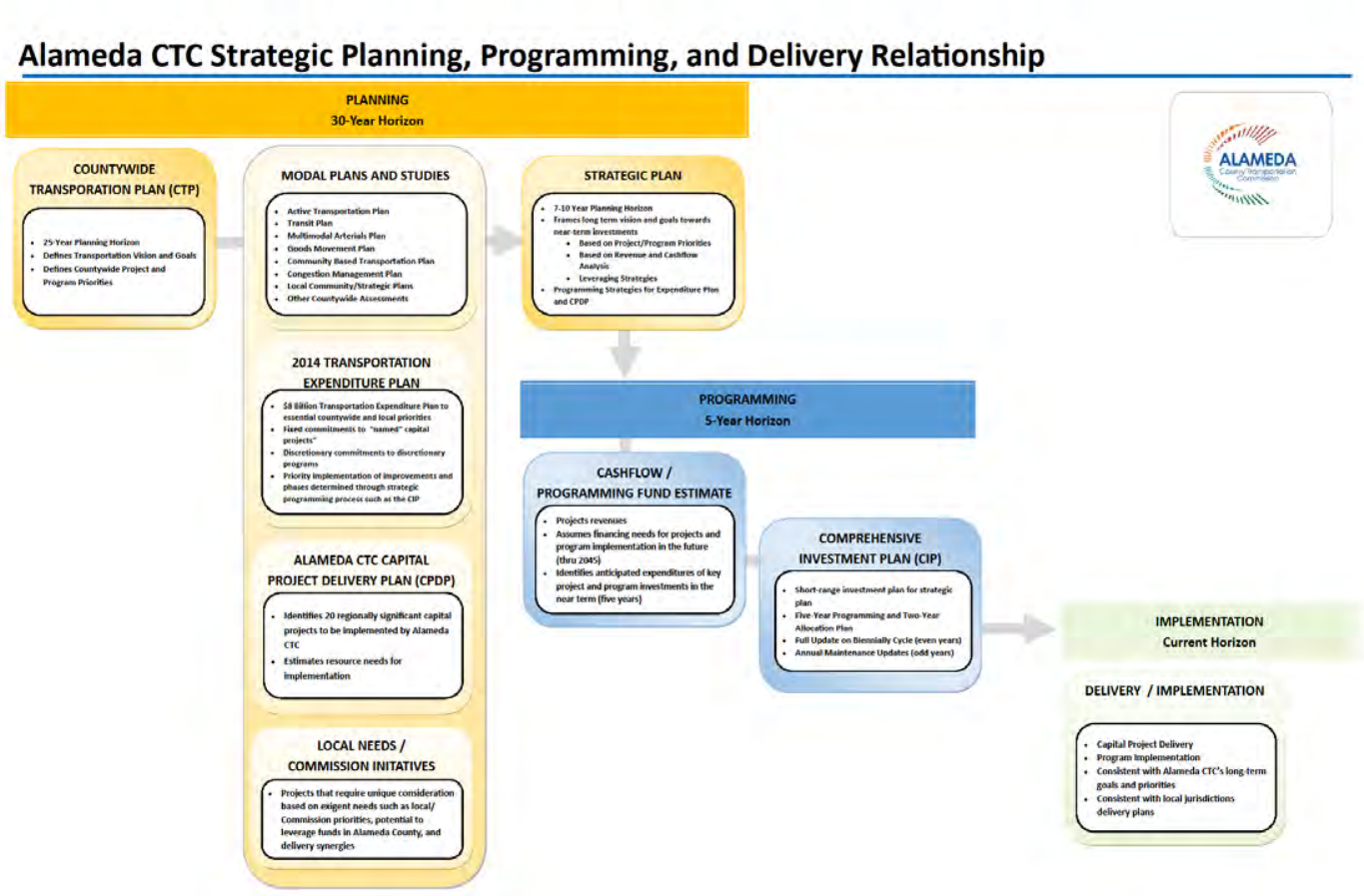
The CIP's purpose is to strategically program available funds for transportation investments that support long-range vision and goals established in Alameda CTC's Countywide Transportation Plan (CTP), multimodal plans, and voter-approved transportation expenditure plans.

To be considered eligible to receive programming and allocation of Alameda CTC Administered Funds, candidate projects are required to have a direct nexus to Alameda CTC's CTP, Alameda CTC's multimodal plans (Transit, Goods Movement, and Arterials), and other local planning efforts. This ensures candidate projects are consistent in coordination with local, countywide, and regional transportation priorities. Development of these planning documents also satisfies the public outreach requirements of certain regional, state, and federal funding programs.

For Alameda CTC implemented projects, the CIP incorporates the delivery recommendations included in the Measure BB Capital Project Delivery Plan (CPDP) as approved in March 2016. The CPDP addresses projects implemented directly by Alameda CTC and identifies projects posed for local, regional, state, and federal funding. The CIP incorporates the CPDP programming recommendations, policies and procedures, and project delivery assumptions in their entirety as it makes programming and allocation recommendations to projects contained in the CPDP.

Projects demonstrating a nexus to countywide planning efforts and transportation priorities formulate the eligible candidate pool. These projects may submit programming and allocation applications through Alameda CTC's call for projects and request for allocation processes. Project selection and prioritization for the CIP is based,

in part, on priorities identified in adopted planning documents and studies, Strategic Plan Guiding Principles, but also considers Commission-approved project selection criteria.



SECTION 4: FUND SOURCES AND REVENUE ESTIMATES

Alameda CTC has programming and allocation authority for several transportation fund sources at the county level and has programming authority for the Alameda County shares of certain federal and state funding. Alameda CTC acts on behalf of Alameda County at the regional, state, and federal levels for matters pertaining to transportation funding from federal, state, and regional sources, including infusions of funding such as stimulus programs and proceeds from bond sales.

The CIP includes the following fund sources grouped according to federal, state, regional, and local funding categories.

Federal Program	
Fund Source	**Description**
Surface Transportation Program	As Alameda County's congestion management agency (CMA), Alameda CTC is responsible for soliciting and prioritizing projects in Alameda County to receive a portion of the federal Surface Transportation Program (STP) funding. The STP is provided through funding from reauthorization of federal funding for surface transportation from which Alameda CTC receives federal monies. The Metropolitan Transportation Commission (MTC) approves programming of STP funding for the nine-county Bay Area based on input by the CMA for each of the nine counties.
Congestion Mitigation and Air Quality Program	Alameda CTC, as the CMA, is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Congestion Mitigation and Air Quality Program (CMAQ) in the same fashion as for STP funding. The CMAQ is provided through funding from the reauthorization of federal funding for surface transportation by which Alameda CTC receives federal monies. CMAQ funds are used on projects that will provide an air quality benefit. MTC approves programming of CMAQ funding for the nine-county Bay Area based on input by the CMA for each of the nine counties.

State and Regional Programs	
Fund Source	**Description**
State Transit Assistance	State Transit Assistance (STA) is the state's flexible transit funding program which may be used for capital or operating purposes. The STA program is split equally between a revenue-based program (Public Utilities Code 99314) and a population-based program (Public Utilities Code 99313). Under MTC Resolution 4321, CMAs are charged with playing a coordinating role in the development of a STA population-based distribution program within their county. MTC Resolution 4321 replaced MTC Resolution 3837 with a new transit-focused, STA County Block Grant for 70 percent of the STA population-based funds received by MTC, with the remaining 30 percent directed toward MTC's Regional STA Program. MTC Resolution 4321 includes several policy conditions for the STA County Block Grant Program.
Regional Measure 2 and Future Regional Measures	In 2004, voters passed Regional Measure 2 (RM2) raising the toll on the seven state-owned toll bridges in the San Francisco Bay Area by $1. This extra dollar funds various transportation projects within the region determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in Senate Bill 916 (Chapter 715, Statutes of 2004). RM2 establishes the Regional Traffic Relief Plan and identifies specific transit operating assistance and capital projects eligible to receive RM2 funding.
State Transportation Improvement Program	As the CMA, Alameda CTC is responsible for soliciting and prioritizing projects to receive the Alameda County share of the State Transportation Improvement Program (STIP). The CMA recommends programming for each "county share" of the Regional Improvement Program (RIP) portion of the STIP (i.e., Alameda CTC recommends programming for Alameda County). The California Transportation Commission (CTC) updates the STIP on a two-year cycle with new STIP cycles approved every even year. The CTC adopts a fund estimate for each STIP cycle during the year before the even-numbered year in which the STIP cycle is adopted. The fund estimate provides the amounts for each of the county shares that comprise the RIP portion of the STIP cycle. The STIP programming horizon is a five-fiscal-year window with two new fiscal years added to each STIP cycle. Most STIP programming capacity is added in the two new, outer fiscal years of the STIP programming horizon. Funds programmed in the STIP are subject to the STIP Timely Use of Funds Provisions prescribed in the STIP guidelines typically adopted with each STIP cycle.
Transportation Fund for Clean Air Program	State law permits the Bay Area Air Quality Management District (Air District) to collect a fee of $4 per vehicle per year to reduce air pollution from motor vehicles. The fee provides the revenues for the Transportation Fund for Clean Air (TFCA) which the Air District distributes at regional and county levels. The Air District programs 60 percent of the funding at the regional level and allocates annually the

State and Regional Programs	
	remaining 40 percent for programming and allocation by the designated County Program Manager (CPM) for each county. Alameda CTC is the TFCA CPM for Alameda County. For Alameda County's TFCA program, a county-level funding distribution formula directs 70 percent of the funds to the cities and the County and reserves 30 percent for transit-related projects.

Local Programs	
Fund Source	**Description**
1986 Measure B	In November 1986, voters passed the 1986 Measure B, a 15-year measure expected to generate more than $990 million through a half-cent transportation sales tax to fund local streets and roads improvements, bus and paratransit services, and other transportation infrastructure projects. The 1986 Transportation Expenditure Plan guides the use of those funds. Sales tax collection authorized by the 1986 Measure B ended in 2002, but a few projects from the 1986 Measure B Capital Program are still underway. The 1986 Measure B generated more than $353 million for transportation programs and $864 million for highway, roadway, and transit improvements. The sales tax collection for the 1986 Measure B ended in 2002, and no additional revenues are expected.
2000 Measure B	Alameda County voters approved the 2000 Measure B Transportation Expenditure Plan (2000 TEP) which authorized a 20-year half-cent sales tax to be used for the transportation purposes identified in the 2000 TEP. Alameda CTC administers the 2000 Measure B Program to deliver essential transportation improvements and services. The 2000 TEP guides expenditures of the 2000 Measure B funds. The collection of 2000 Measure B funds began on April 1, 2002 and continued through March 31, 2022. The 2000 Measure B funds are divided as prescribed in the 2000 TEP between funds allocated directly to the jurisdictions and transit operators, and the funding available for the programs and capital projects named in the Measure. The 2000 Measure B funds are distributed as follows: Direct Local Distributions: The direct local distribution (DLD) funds are distributed directly to local jurisdictions and transit operators as they are received by Alameda CTC in accordance with the provisions set forth in the 2000 TEP and the Master Program Funding Agreements between Alameda CTC and the local jurisdictions. The percentages of net revenues used for the distributions are prescribed in the 2000 TEP as follows: • Mass Transit Operations (21.22 percent) • Local Streets Maintenance and Safety (22.34 percent) • Bicycle and Pedestrian Safety (3.75 percent) • Special Transportation for Seniors and People with Disabilities (9.02 percent) Discretionary Programs: The 2000 TEP includes commitments to the following discretionary programs available for program management and implementation by Alameda CTC, a Countywide Bicycle and Pedestrian Coordinator position and discretionary projects based on the percentages or amounts specified in the 2000 TEP: • Express Bus Service Countywide (0.7 percent) • Bicycle and Pedestrian Safety (1.25 percent) • Special Transportation for Seniors and People with Disabilities - Coordination and Gaps in Service Grants (1.43 percent) • Transit Center Development Funds (0.19 percent) Capital Projects: The 2000 TEP includes commitments to individual capital projects. Alameda CTC distributes sales tax funds for capital projects on a reimbursement basis in accordance with funding agreements between Alameda CTC and recipient agency, or for eligible project costs incurred directly by Alameda CTC.

Local Programs	
2010 Vehicle Registration Fee	Alameda County voters approved the Alameda County Vehicle Registration Fee (VRF) Program in 2010. Funds made available by VRF are distributed as follows: Direct Local Distributions: The DLD portion of VRF funding is distributed as follows: • Local Road Improvement and Repair Program (60 percent) • Local Transportation Technology (10 percent) – On January 23, 2014, Alameda CTC adopted a VRF Local Transportation Technology Program Policy to direct the administration of the Local Transportation Technology Program as a DLD program to Alameda CTC. Discretionary Programs: A portion of VRF funding is distributed for the following grant sub-programs on a reimbursement basis: • Transit for Congestion Relief (25 percent) • Pedestrian and Bicyclist Access and Safety Program (5 percent)
2014 Measure BB	Alameda County voters approved the 2014 Transportation Expenditure Plan (2014 TEP) as part of Measure BB in November 2014. Measure BB authorized the augmentation and continuation of the voter-approved 2000 Measure B sales tax with a second half-cent sales tax through the end of the 2000 Measure B collection period, i.e., March 31, 2022, followed by a one-cent sales tax authorized from April 1, 2022 through March 31, 2045. The 2014 Measure BB funds are allocated as follows: Direct Local Distributions: The 2014 Measure BB DLD funds are distributed directly to local jurisdictions and transit operators as received by Alameda CTC in accordance with the provisions set forth in the 2014 TEP and the Master Program Funding Agreements between Alameda CTC and the local jurisdictions. The percentages used for the distributions are prescribed in the 2014 TEP as follows: • Transit Operations, Maintenance, and Safety Program (21.55 percent) • Local Streets Maintenance and Safety (20 percent) • Bicycle and Pedestrian Infrastructure and Safety (3 percent) • Affordable Transit for Seniors and People with Disabilities (9 percent) Discretionary Programs: The 2014 TEP includes commitments to the following discretionary programs available for program management and implementation by Alameda CTC, a Countywide Bicycle and Pedestrian Coordinator position, and discretionary projects based on the percentages or amounts specified in the 2014 TEP: • Affordable Student Transit Pass Program ($15 million) • Affordable Transit for Seniors and People with Disabilities/Coordination and Service Grants (1 percent) • Bicycle and Pedestrian Program (2 percent) • Community Investments That Improve Transit Connections to Jobs and Schools (4 percent) • Congestion Relief, Local Bridge Seismic Safety ($639 million) • Freight and Economic Development Program (1 percent) • Technology, Innovation and Development Program (1 percent) • Transit Innovation Program (2.24 percent) Capital Projects: The 2014 TEP includes commitments to individual capital projects and to groups, or categories, of capital projects as described in the 2014 TEP. Alameda CTC distributes sales tax funds for capital projects on a reimbursement basis in accordance with funding agreements between Alameda CTC and the recipient agency, or for eligible project costs incurred directly by Alameda CTC.

Local Programs	
Local Exchange Program/CMA Transportation Improvement Program	Alameda CTC administers a Local Fund Exchange Program to exchange state and federal funds for local monies, giving Project Sponsors the flexibility to streamline and expedite project delivery. The local funds also allow agencies to begin projects earlier than would otherwise be possible due to the uncertain timing of the availability of state and federal funds in any given funding cycle. Based on state and federal economic conditions, the availability of state and federal funds is often delayed to beyond the year in which the funds were originally programmed. Such delays are unilateral from the state and/or federal levels and put a strain on timely implementation of projects. The Local Fund Exchange Program allows local monies to be exchanged with state and federal funds. In many cases, these exchanges allow local funding to be made available earlier, on a more dependable timeline, than the original state and federal funds. Exchanges are approved on a case-by-case basis, as opportunities present themselves.

SECTION 5: PROGRAMMING REQUIREMENTS

Projects must satisfy the following programming requirements to be considered for programming and allocation by Alameda CTC.

1. Projects must be included in and consistent with the latest adopted Regional Transportation Plan and Alameda CTC's Countywide Transportation Plan (CTP).
2. Projects must demonstrate a public benefit toward building and maintaining the transportation infrastructure in Alameda County.
3. Projects must be publicly accessible and provide direct benefits to public transportation infrastructure and operations.
4. Projects must meet the goals and objectives of the funding sources and programs ultimately recommended by Alameda CTC.
5. Projects funded with 2000 Measure B, 2014 Measure BB, and VRF must be consistent with the requirements and priorities of their respective expenditure plans.

Funds are programmed from a specific fund source(s), in a given fiscal year to a specific project phase(s). The expected outcome of the total project, or of implementing any project phase with funds programmed in the CIP, shall be consistent with the goals and objectives of the CTP and any applicable fund source specific requirements.

Programming and allocations requests must at minimum contain the following:

- Project scope, cost, and schedule.
- Description of benefits to determine the expected outcome consistent with the CTP and fund source goals and objectives.
- Funding breakdown by phase. Cost estimates for all phases are required for projects requesting programming or allocations for phases beyond environmental approval.

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SECTION 6: PROGRAMMING PRINCIPLES AND GUIDELINES

Alameda CTC's programming and allocation decisions shall be based on a project's ability to achieve the following five fundamental programming principles that serve as a guide for CIP development and project selection.

1. **Implementing Alameda County's adopted vision**
   All funding decisions will support implementation of Alameda CTC's long-range transportation vision for Alameda County as adopted in its long-range CTP.

2. **Balancing strategic investments across project delivery phases**
   Alameda CTC strategically invests financial resources to optimize transportation planning, project delivery, and performance analysis. The CIP will identify investments in all stages of project development. Striking a balance between project development and capital phases is desired to support a combination of project development phases that will utilize the available programming capacity and position the county to leverage federal, state, and regional funding sources as they become available. This will include considering the delivery status of projects to optimize competitiveness for future grant opportunities.

   Alameda CTC uses the following project or program delivery phases:
   - Planning/Scoping/Conceptual Engineering
   - Preliminary Engineering/Environmental Studies
   - Plans, Specifications & Estimates/Final Design
   - Right-of-Way Acquisition and Engineering
   - Construction Capital and Support
   - Equipment/Rolling Stock Acquisition
   - Operations (including Safe Routes to School, paratransit programs, transit-related operations)
   - Post-Construction Activities
   - Project Closeout

   The CIP also contains countywide program/operational investments including, but not limited to, the Safe Routes to Schools Program, senior travel training/mobility management, and system performance-monitoring efforts.

3. **Maximizing transportation investments**
   Alameda CTC will work with local agencies to program funds to projects that are implementation ready, have a credible funding plan, meet the requirements of the fund source, and provide transportation benefits. The CIP will examine opportunities to leverage the local fund sources to the maximum extent

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possible. In addition, Alameda CTC will use the CIP to identify co-benefits between projects, when practical and feasible.

4. **Investing in all modes and areas within Alameda County**
   The CIP strives to identify investments in all modes of transportation, project phases, and geographic areas in Alameda County. The CIP is constrained to the revenue projected to be available for the five-year programming window. Alameda CTC will use the CIP to monitor geographic equity and modal equity investments over time.

5. **Delivering solutions while ensuring accountability**
   Alameda CTC will require timely and cost-effective project delivery and will monitor implementation to ensure Project Sponsors are accountable for their projects. The CIP will promote the timely delivery of projects, leveraging local funds, and minimizing cost increases due to delays. Projects funded through the CIP will be subject to the requirements of each fund source used to implement the project. Timely use of funds provisions will apply to all funds programmed and/or allocated in the CIP.

CIP Programming Principles and Guidelines

Programming and allocations decisions shall be based on CIP Programming Principles and Guidelines in Appendix D. This describes the complete framework for programming and allocation decisions made by Alameda CTC, including defining eligible projects, eligible Project Sponsors, eligible costs, funds sources, and funding guidelines and requirements.

Key project merits will be considered (in no particular order) such as:

- **Congestion Relief:** Project's ability to enhance mobility and access by addressing existing and future congestion and travel demands.
- **State of Good Repair:** Project's ability to improve the condition of existing transportation facilities or address identified issues if the system is left unimproved.
- **Transportation Significance:** Project demonstrates regional or countywide significance toward improving the transportation network, economic competitiveness, and environmental conditions, i.e., regional greenhouse gases.
- **Safety and Connectivity:** Project's ability to foster a safe, connected, accessible transportation system for multimodal movement of goods and people.

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- **Multimodal Access:** Project's ability to contribute to a multimodal transportation system that serves all users, provides transportation choices, and provides greater access to schools, jobs, homes, and transit.

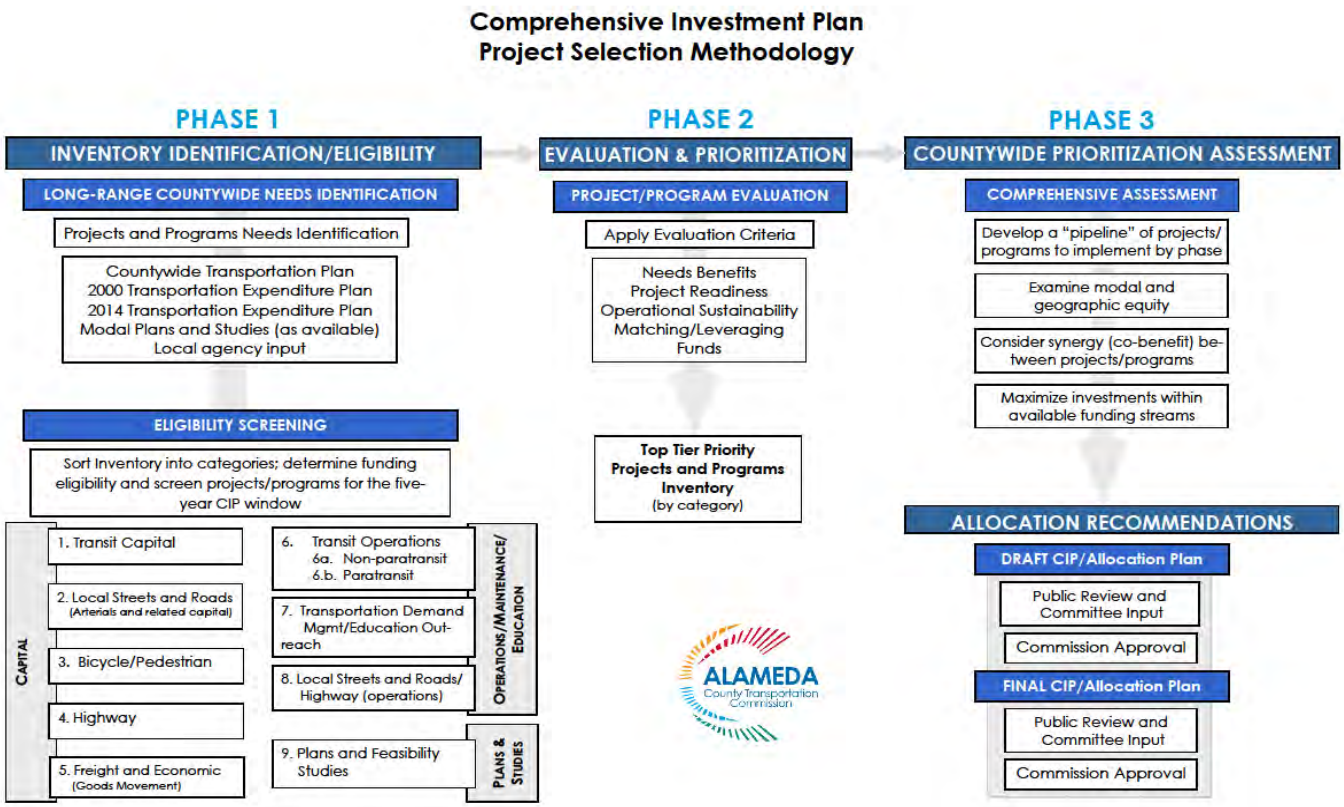
The CIP programming principles are not intended to replace existing programming requirements of individual fund sources. Instead, the principles are intended to inform the uniform consolidation of historically separate programming practices, where applicable, to more effectively coordinate funding toward beneficial transportation projects that address congestion, state of good repair, economic development, access, safety, and connectivity of a multimodal transportation system.

Programming Guidelines are described in detail by program in Appendix D.

SECTION 7: PROJECT SELECTION METHODOLOGY

The project selection methodology for the CIP is based on a three-step/phased approach as described and illustrated in the CIP Project Selection Methodology Diagram (next page).

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Phase 1: Project Identification and Screening

Alameda CTC will identify project inventories from the CTP, countywide modal plans, short- and long-range transportation plans, and other local planning documents. The inventory will be screened for eligible projects ready to be implemented within the five-year CIP window based on schedule, a credible funding plan, and local prioritization. Alameda CTC may also initiate a call for projects to gather updated project information and inform project selection decisions for CIP programming and allocations.

Alameda CTC will separate projects into modal categories based on the type of project (bicycle/pedestrian, roadway, etc.). Projects will be assessed for eligible funding sources to ensure they meet funding requirements. The CIP Programming Principles and Guidelines in Appendix D provide a summary of the categories and sample project types included in the CIP.

The goal of Alameda CTC's funding recommendations is to fund a project by phase, as applicable, so that the project can progress from development to construction and project delivery. Projects outside the five-year period will be considered for future implementation in subsequent funding cycles and CIP updates.

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Phase 2: Project Evaluation

Based on the list developed in Phase 1, Alameda CTC will prioritize projects relative to each other in defined category types. Projects will be evaluated against the same category of projects (i.e., transit projects will be evaluated against transit projects, road projects against road projects, etc.). This approach will provide a balanced prioritization process that compares similar project types to one another. Projects specifically named in expenditure plans will be separated from those seeking discretionary funding and will be prioritized independent of the discretionary projects. Based on their scoring assessment, projects will be evaluated and arranged into three tiers within their respective categories (high, medium, and low priority). This sorted list will then move into the third phase of evaluation.

Alameda CTC will evaluate eligible projects using the programming criteria adopted as part of the CIP, and other Commission actions, as the basis for programming and allocation decisions.

Phase 3: Countywide Prioritization Assessment

The final step in the project selection process will examine the top tiers of each category from the Phase 2 scoring, to strategically program available funding, and to achieve countywide goals and priorities. Alameda CTC will perform a systematic examination across all categories to identify financial strategies, geographic and modal equity, and co-benefits between proposed improvements as part of the CIP update process every two years, when the five-year programming window is shifted two years into the future.

Alameda CTC will examine opportunities to promote the timely delivery of projects and leverage local funds. Programming recommendations will be constrained by the total available programming within the five-year CIP window and by fund source project eligibility.

Projects outside Alameda CTC's programming availability in the five-year CIP will be considered for inclusion in future funding cycles and CIP updates.

Project Selection Criteria

The CIP project selection criteria as approved and incorporated in the CIP updates includes traditional programming criteria used previously by Alameda CTC. The CIP uses four categories of criteria to score each project:

1. **Readiness Delivery Criteria**
   The project has a well-defined funding plan, budget, and schedule;

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implementation of the project phase is feasible; governing body approval and community support are demonstrated; and agency coordination among internal and external agencies is demonstrated, as applicable.

2. **Needs and Benefits Criteria**
   The need for the project is clearly defined and demonstrate how the transportation improvement will benefit intended users as follows: The project will increase connectivity, improve access, and support well-maintained transportation facilities/equipment (as applicable); it will promote innovation and a multimodal system; it will improve safety, support a clean environment, and strengthen the economy.

3. **Matching and Leveraging Funds Criteria**
   The project has secured funding from other sources or demonstrates how it will leverage other funds for use on the project.

4. **Other Funding Features**
   As applicable, the project meets other requirements mandated by other funding sources/programs.

Alameda CTC will, to the extent possible, implement the above project selection process using the CIP programming principles identified in Section 6: Programming Principles and Guidelines for programming and allocation decisions.

SECTION 8: BASIS OF PROJECT COST SHARING

The funding investments are programmed in the CIP considering the overall project cost/funding picture and expected outcomes. The baseline for cost sharing is typically the proportional share of Alameda CTC Administered Funds against the total project costs at completion.

Project Sponsors are required to request Alameda CTC Administered Funds by phase and to provide matching funds for the request by phase. This ensures during any given CIP programming cycle the Commission's requirement for a minimum level of project cost sharing is achieved.

In the event Alameda CTC funds are required in an earlier phase to increase the competitiveness of a project to leverage other fund sources, Alameda CTC, may at its discretion, make a programming recommendation to a phase without a match that considers the project cost sharing overall.

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A risk sharing arrangement shall be included in any funding agreement which obligates funding allocated by Alameda CTC in advance of its proportional share (based on the total funding) for project phases beyond environmental approval, especially for projects that do not have funding identified for all phases of implementation.

The following principles shall be the basis of cost sharing considered for programming and allocations approved by Alameda CTC:

- **Complete Project Information**
  Requests for allocations through the CIP process and subsequent funding agreement packages shall include a summary of estimated total costs segregated by phase; a corresponding milestone schedule showing start and end dates for each phase (and any significant delivery milestones within each phase); and the anticipated funding (all sources) for each phase segregated by source.

- **Funding Agreement Requirements**
  Project cost sharing shall be established in the funding agreements based on the information provided with the request for allocation and funding agreement packages. The cost-sharing proportions documented in the funding agreement shall be used for risk sharing associated with the implementation of the phase(s) covered by the agreement.

- **Local Cooperation Policy and Eligibility of Locally Incurred Costs**
  Project Sponsors and local jurisdictions that directly benefit from the expected outcomes of a project implemented in their locality by Alameda CTC, the Project Sponsor, or other implementing agencies, are required to be active funding partners to further the delivery of such improvement project.

  Locally incurred costs such as staff costs associated with providing technical assistance, support, or coordination to further the delivery of a project by an implementing agency can be included in the total cost and funding amounts for the purposes of cost and risk sharing at the total project level. However, these costs shall not be included in the costs eligible for reimbursement by the funds allocated by Alameda CTC stipulated in the funding agreement, unless they are specifically identified as eligible in the funding agreement.

  Jurisdictions that are Measure B/Measure BB/VRF DLD recipients are encouraged to use local funds to support matching costs. DLD recipients shall not be eligible for reimbursement for local staff costs from Alameda CTC Administered Funds allocated to the Project. Project Sponsor staff costs can be

included in the total cost and other funding amounts for the purpose of meeting the cost and risk sharing provisions of the funding agreement, but staff costs will not be considered reimbursable costs unless the Project Sponsor is performing direct activities related to the delivery of the project phase.

Refer to the Local Cooperation Policy in Appendix E.

SECTION 9: FUND MANAGEMENT AND CIP ADMINISTRATION

Alameda CTC is responsible for managing and administering various funding programs within its programming and allocation purview. The CIP provides a summary of the programmed and allocated amounts for each fund source administered by Alameda CTC, and in some cases the fund sources administered by other agencies.

Alameda CTC Administered Funds must be managed in accordance with applicable laws and requirements related to the individual fund sources, and with government accounting standards. The programming and allocations included in the CIP provide the basis for the financial and accounting activities performed by Alameda CTC's annual budget, programming fund estimate, and cash management analysis. In general, the financial and accounting activities performed by Alameda CTC occur in the background of the day-to-day project implementation activities and do not typically hinder a project's ability to be delivered. The specifics related to restrictions of use, or timing of reimbursements for allocated funds shall be addressed in the applicable funding agreement(s).

Alameda CTC Administered Funds under Alameda CTC's direct administration purview shall be encumbered in a funding agreement with the Project Sponsor. The funding agreement shall be consistent with the original request for allocation/project application used to inform Alameda CTC's programming and allocation decisions. Alameda CTC provides for a formal and administrative amendment process to amend an executed funding agreement to adjust the scope, funding, milestones, and schedules based on the Project Sponsor's request.

CIP Administration

The CIP is updated periodically, as needed, to assess programming and allocation adjustments that reflect project changes resulting from schedule modifications, changes in priorities, new policies, regulations or laws, and funding adjustments. The Alameda CTC Commission may amend the CIP at any time if an action must be taken before the next CIP update period. The Commission must approve all project additions or deletions. The Commission authorizes the executive director or his or her designee to administratively approve the acceleration of project/program schedules, if they can be accomplished within the budgeted amount. This is to maintain project scheduling and

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coordination with any other activities that may impact or delay project implementation or development. Significant changes in the scope of work, implementation schedule, or costs will be presented to the Commission for consideration.

The CIP is updated in consultation with other planning and programming efforts such as the Alameda County Congestion Management Program, the Countywide Transportation Plan, and Alameda CTC's annual budget process.

Annual CIP Update

Annual updates, as needed, include modifications to financial projections and confirmation of programming and allocation commitments in association with Alameda CTC's annual budgetary processes. Additionally, annual updates will examine general strategic planning of its projects and programs, the status of various commitments, and technical adjustments required periodically.

Biennial CIP Update

Every two years, as needed, Alameda CTC will comprehensively update the CIP to review existing CIP projects and to open a nomination window for new projects. The biennial update occurs in odd numbered fiscal years and represents a shift of the programming window to add the next two fiscal years.

Biennial CIP updates will include reviewing existing projects and programs to determine whether to recommend continuing or postponing funding and delaying, removing, or reincorporating projects/programs. Alameda CTC may recommend additional funding to continue existing approved projects. As part of this update, Alameda CTC will open a nomination window to consider new projects for additional capacity granted with the two-year shift of the programming horizon. Projects submitted during the nomination window that meet the Commission-adopted screening criteria will be evaluated and prioritized for funding consideration.

Periodically, Alameda CTC will reassess the CIP development process, prioritization methodology, and allocation process for consistency with any updated policies and goals. Alameda CTC will update and amend the CIP accordingly to account for project changes resulting from schedule modifications, changes in priorities, new policies, regulations or laws, and funding adjustments.

CIP Amendments/Adjustments

CIP amendments/adjustments are considered on a case-by-case basis and may occur in the following situations:

- Alameda CTC made a programming recommendation that received final

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programming actions by other agencies for federal, state, or regional funds.

- Additional funding is needed to complete a CIP project.
- Commission-approved programming action made off-cycle from a CIP update.
- Matching funds are needed to immediately leverage non-Alameda CTC administered funds to Alameda County.
- Project Sponsors requested a fund exchange among existing approved projects to prevent delays or cost increases to the project.
- Project Sponsors required updates to reflect additional revenue from new or existing fund sources or updated confirmed amounts.
- Project Sponsors are unable to meet the environmental and full funding requirements as defined in the sales tax expenditure plans.
- Project Sponsors reported changes such as budget increases, schedule delays, or other factors that may impede project delivery.

Adjustments to the current CIP programming and allocation record will be reflected in the next regularly scheduled CIP update.

SECTION 10: ALLOCATION PROCESS AND REQUIREMENTS

Alameda CTC maintains programming and allocation authority for a variety of transportation fund sources. Programming and allocations shall be approved by Alameda CTC in accordance with the requirements of the individual fund source and with the standard programming and allocation procedures and requirements further described in Appendix E, CIP Policies and Procedures.

Generally, Alameda CTC allocates the funding for which it has allocation authority based on request for allocation packages in the form of separate allocation requests for named projects in the transportation expenditure plans or through funding applications submitted to Alameda CTC for funding consideration by Project Sponsors during a CIP call-for projects.

A request for allocation package shall include an overall project implementation plan which identifies anticipated costs by phase and potential funding sources for each phase throughout project completion. Requests for allocations for multiple phases without specifying amounts for the individual phases shall be considered on a case-by-case basis.

Generally, requests for allocation packages should be submitted to Alameda CTC at least 60 days prior to the regularly scheduled Alameda CTC Commission meeting at which the request will be considered for approval. In some cases, an allocation is requested to fund project activities that will be performed by an implementing agency other than the sponsor. In such cases, the request for an allocation package should be prepared by the

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implementing agency and submitted to Alameda CTC by the Project Sponsor.

Alameda CTC has allocation authority for the following fund sources:

- 1986 Measure B (1986 MB)
- 2000 Measure B (2000 MB)
- 2010 Vehicle Registration Fee (VRF)
- 2014 Measure BB (2014 MBB)
- Transportation Fund for Clean Air (TFCA) County Program Manager
- CMA Transportation Improvement Program (CMATIP)

Alameda CTC allocates funds to the following phases:

- Planning/Scoping/Conceptual Engineering
- Preliminary Engineering/Environmental Studies
- PS&E/Final Design
- Right-of-Way Acquisition and Engineering
- Construction Capital and Support
- Equipment/Rolling Stock Acquisition
- Operations and/or Maintenance

SECTION 11: APPROVAL OF ADVANCE/PAYBACK AND EXCHANGE ARRANGEMENTS

Requests for advances or exchanges of funds programmed or allocated by Alameda CTC shall be considered on a case-by-case basis and shall only be approved if Alameda CTC resources permit such advance/exchange and if a significant benefit to the project implementation can be identified. The Project Sponsor shall submit in writing requests for such advances or exchanges, which shall include, at minimum:

1. Project status and current implementation plan.
2. Project delivery strategy with the funding advance or exchange proposal that describes the costs and fund sources to be involved in the proposed advance or exchange.
3. Timing availability of the funds for which the advance or exchange is requested.
4. Repayment schedule of the Alameda CTC funds proposed to be advanced.
5. Intended use of the funds freed up by the requested advance or exchange.

Any advance or exchange arrangement involving funds programmed or allocated by Alameda CTC must be approved prior to allocation and shall be addressed in the applicable funding agreement.

SECTION 12: DEBT FINANCING FOR THE MEASURE BB CAPITAL PROGRAM

Management of the accounts established for the voter-approved funding programs requires forecasts and projections of revenues and expenditures for the revenue sources and expenditure commitments included in each program. The CIP includes revenue projections for each of the funding programs that Alameda CTC administers. Alameda CTC confirms the priorities for the expenditure commitments through programming and allocations in the CIP.

While the cumulative committed expenditures remain less than the cumulative revenues, Alameda CTC can fund the investments approved in the CIP on a pay-as-you-go basis. When enough projects are approved that create a scenario where the cumulative committed expenditures exceed the cumulative revenues for any of the funding programs, program-level financing will be required to make committed funds available when needed for project implementation.

When external financing is necessary, the financing mechanism will be determined by the timing of the funding need, current financial markets, and type of expenditure to be financed, as some financing mechanisms restrict the type of expenditures that can be financed. The decision to finance projects and programs requires lead time to identify the most beneficial type of financing and to perform the activities required for the financing approval, so staff consistently updates cashflow schedules based on the changing needs of the projects and programs in the 2000 TEP and 2014 TEP.

Once funding agreements and contracts for funds allocated in the CIP are executed, Alameda CTC will have encumbered more Measure BB capital funds than can be provided to the projects on a pay-as-you-go basis. Completed financial analysis showed the Measure BB capital program cash balance, without any external financing mechanism, would go negative in the near term. The amounts encumbered in funding agreements and contracts will not be expended immediately. The encumbrances for larger projects can take years to be fully expended; however, with encumbrances in place, financial management of the capital program must be diligent. The timing of the anticipated expenditures has a significant effect on financing options and costs. Completed financial analysis indicated that debt financing from an external source was required to provide Measure BB funding to the capital projects funded in this CIP.

Based on the volume and timing of funding needs in the Measure BB capital program, the external financing mechanism for the Measure BB capital program is the issuance of bonds in the capital markets. The process for issuing bonds secured by the sales tax is prescribed by the California Public Utilities Code (PUC) and

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expanded on in guidelines prepared by the California Debt and Investment Advisory Commission. The required process includes Alameda CTC adopting a resolution authorizing the issuance of bonds. The resolution authorizing the issuance of bonds, at a minimum, must address the following (from the PUC):

- The purposes for which the proposed debt is to be incurred, which may include all costs and estimated costs incidental to, or connected with, the accomplishment of those purposes, including, without limitation, engineering, inspection, legal, fiscal agents, financial consultant and other fees, bond and other reserve funds, working capital, bond interest estimated to accrue during the construction period and for a period not to exceed three years thereafter, and expenses of all proceedings for the authorization, issuance, and sale of the bonds.
- The estimated cost of accomplishing those purposes.
- The amount of the principal of the indebtedness.
- The maximum term the bonds proposed to be issued shall run before maturity, which shall not be beyond the date of termination of the imposition of the retail transactions and use tax.
- The maximum rate of interest to be paid, which shall not exceed the maximum allowable by law.
- The denomination or denominations of the bonds, which shall not be less than five thousand dollars ($5,000).
- The form of the bonds, including, without limitation, registered bonds and coupon bonds, to the extent permitted by federal law, and the form of any coupons to be attached thereto, the registration, conversion, and exchange privileges, if any, pertaining thereto, and the time when all or any part of the principal becomes due and payable.

The process for issuing bonds involves selecting a financing team including a financial advisor, an underwriter (one or more), bond counsel, and often disclosure counsel, to help determine the bond structure and other specifics related to the bond issuance required to develop the bond package, market the bonds, sell the bonds, and secure the proceeds. Once the bonds are issued, Alameda CTC will be responsible for bond compliance, monitoring and tracking expenditures, and investment and accounting for bond proceeds.

Alameda CTC's policy is to fund capital project costs on a pay-as-you-go basis for as long as reasonably possible prior to issuing bonds, which helps to minimize financing costs. Based on past cash flow projections, the Measure BB capital program required financing in FY2022-23 to continue to be able to provide funding to Measure BB projects at the time they are needed to pay expenditures incurred on projects through 2032.

Thereafter, available sales tax revenues from Measure BB are anticipated to be sufficient to meet capital project cost and debt service needs. Debt financing effectively makes future revenues available sooner to pay for project expenditures as they are incurred. Cash flow projections support the financial analysis and cash management efforts related to determining that a bond issuance is the best method of debt financing suited to Alameda CTC's needs and allows the agency to fulfill commitments to the Measure BB capital program. The focus of the financial analysis and Alameda CTC's management team is to provide funding for Measure BB commitments to capital projects at the time the funding is needed to reimburse eligible project expenditures as they are incurred. Once a debt issuance is in place, Alameda CTC must prioritize debt service obligations when fluctuations to the timing of Measure BB funding needs on projects develop.

With borrowing needs spread over more than a 10-year period, Alameda CTC's Commission approved a strategy to address this need which includes issuing bonds every few years within a 10-year window to meet Measure BB capital project funding needs. This strategy of periodic bond issuances is in line with requirements to spend down bond proceeds within three years of each issuance, which will allow Alameda CTC to have some certainty on the availability of funding to meet the demands of the Measure BB capital program as projects move through the process into the construction phase. Bonds are expected to be sold as tax-exempt, fixed-rate bonds with a 10-year call feature, allowing Alameda CTC to refund and redeem the bonds at par on and after the 10-year call date to provide flexibility to the strategy and the Measure BB program. The final maturity of bonds issued will be in 2045, the final year of Measure BB sales tax collections.

With the inaugural issuance of Measure BB bonds completed, the bond proceeds will fund Measure BB capital expenditures on a program-wide basis. Within the capital program, the projects with the largest draw on funds over the next few years, and the primary need for financing, include the State Route 84 ("SR-84") Interstate 680 ("I-680") Interchange Improvements and SR-84 Widening Project, 7th Street Grade Separation East Project, Interstate 80 ("I-80")/Gilman Street Interchange Improvements Project (Phase 1 and 2), and I-680 Express Lane Southbound Gap Closure (SR-84 to Alcosta Blvd) Project. These projects and allocated funding are included in this CIP as required by the agency's adopted debt policy.

SECTION 13: PROJECT DELIVERY RESPONSIBILITIES

The implementation of projects in the CIP begins once Alameda CTC approves the project funding. The Project Sponsor is the agency that takes overall responsibility for

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project delivery, advocacy, and reporting for the project, regardless of whether it is the direct implementing agency for the project, unless otherwise agreed through written agreements between the Project Sponsor and the implementing agency.

Alameda CTC acts as project co-sponsor and as implementing agency for phases of several projects and programs. As an implementing agency, Alameda CTC incurs eligible project costs through contracts with vendors, staff charges, and other direct costs. Implementing agencies other than Alameda CTC receive reimbursements from Alameda CTC via funding agreements which encumber the funds allocated by Alameda CTC. Once funding agreements are in place, implementing agencies may encumber the funds for contracts and other direct costs to deliver the project as provided for in the funding agreement. Alameda CTC monitors the performance of projects during and after implementation and during operations based on information provided by the Project Sponsor.

Throughout the implementation process, Alameda CTC relies on Project Sponsors and implementing agencies to communicate regularly about project activities and status as required by the funding agreements. Regular updates from Project Sponsors support Alameda CTC's management of the overall set of projects. The information collected from Project Sponsors provides the basis of the project status information Alameda CTC makes available to the public.

Timely and accurate reporting is essential for early identification of potential project or program issues and circumstances that may adversely affect project delivery. Alameda CTC needs as much lead time as possible for approving changes to project or program funding in reaction to project risks. Project Sponsors and implementing agencies must communicate risks to Alameda CTC as soon as they are identified by the Project Sponsor or implementing agency.

If a project requires additional funding, or a change to the funding as approved in the CIP, Alameda CTC will review the funding request and consider providing more funding or approving changes to existing funding in future CIP update cycles. If an amendment is required prior to the next CIP update cycle to maintain the current implementation schedule, Alameda CTC may approve additional funding or changes to previously approved funding at any regularly scheduled Commission meeting.

The CIP document will not be updated and re-published after each off-cycle funding adjustment. Off-cycle adjustments to the approved funding in the CIP will be summarized as current programming in the next CIP update cycle.

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SECTION 14: PROJECT FUNDING AGREEMENTS

Allocated funds are considered available for encumbrance in funding agreements between the funding agency and the recipient agency. A funding agreement is required between agencies to allow for reimbursements of eligible project expenditures. The funding agreements specify the financial terms of the agreement, scope of work, costs, schedules, and deliverables associated with project implementation. Funding agreements are based on the project information, scope of work, costs, schedules, and proposed outcomes at the time of the request for allocation.

Generally, Alameda CTC initiates funding agreement development between recipient agencies immediately after the Commission approves a funding allocation. However, it is the responsibility of the recipient agency to submit a request for a funding agreement to Alameda CTC to receive funds allocated by Alameda CTC. Requests for funding agreements must be in accordance with the Timely Use of Fund Policy cited in Appendix E, CIP Policies and Procedures.

Recipient agencies are responsible for fulfilling all requirements related to executing the funding agreements.

SECTION 15: PROJECTS REIMBURSEMENT PROCEDURES

Alameda CTC approves reimbursements of eligible project costs based on request for reimbursement (RFR) packages submitted by implementing agencies and Project Sponsors which incur reimbursable costs against Alameda CTC Administered Funds encumbered in a funding agreement.

RFR requirements are included in the applicable funding agreements and RFR packages generally include the following.

- Itemization of eligible costs incurred to confirm the costs are consistent with the applicable funding agreement.
- Itemization of Alameda CTC costs and other sources to calculate any proportional shares and reimbursement ratios set in the funding agreement.
- Supporting documentation (timesheets, vendor invoices, proof of payment) for all costs cited within an RFR (Alameda CTC-funded and non-Alameda CTC funded costs).

Alameda CTC approves RFRs with sufficient supporting documentation of costs incurred, based on the availability of funds. Eligible costs for reimbursements are further described in the Eligible Cost for Reimbursement Policy cited in the Appendix E, CIP Policies and Procedures.

SECTION 16: ALAMEDA CTC LOCAL BUSINESS CONTRACT EQUITY PROGRAM REQUIREMENTS

All locally funded contracts approved by a Project Sponsor, funded wholly or in part with Measure B, Measure BB, and/or Vehicle Registration Fee funds, except for contracts that also include state and/or federal funds or contracts funding non-capital projects (e.g., transit operations), are required to comply with Alameda CTC's Local Business Contract Equity (LBCE) Program.

This includes the obligation to report Local Business Enterprise (LBE), Small Local Business Enterprise (SLBE), and Very Small Local Business Enterprise (VSLBE) participation with all reimbursement requests submitted for contract costs partially or wholly funded by Alameda CTC, whether or not the contract requires LBE, SLBE, and/or VSLBE participation.

Project Sponsors receiving Measure B, Measure BB, and/or Vehicle Registration Fee funds through the programming and allocation process must follow the LBCE Program requirements and may be requested to document their procurement processes to verify program compliance. Non-compliant Project Sponsors may have funds subject to rescission or marked as ineligible for reimbursement at Alameda CTC's discretion.

Information on Alameda CTC's LBCE Program is available online from the Alameda CTC website.

SECTION 17: PROJECT CLOSEOUT

Project closeout shall be in accordance with the applicable project funding agreement(s). At a minimum, the Project Sponsor shall provide Alameda CTC with written confirmation that the project is complete with a summary of the final costs, funding, and schedule information segregated by phase. If a project is not yet complete when the Alameda CTC-administered funding is fully expended, the Project Sponsor shall notify Alameda CTC in writing when the expenditure of the funding is complete and continue to provide project status updates as required/requested by Alameda CTC until the project is fully implemented and in public service.

Periodic information updates during operation of projects funded by Alameda CTC may be required for monitoring purposes as specified in the applicable funding agreement and as requested by Alameda CTC.

SECTION 18: PERFORMANCE MONITORING AND REPORTING

Countywide Performance Monitoring and Implementation

Projects that received funding through the CIP have been identified through the programming and allocation process to further the Alameda CTC's Countywide Transportation Plan, modal plans, and local planning documents' vision to improve the transportation network. These plans identify project and transportation system investments based on expected outcomes modeled over a 30-year planning horizon. As projects are implemented through CIP programming, Project Sponsors are required to report back to Alameda CTC on the outcomes of the implemented projects and provide feedback on planning and investment decisions.

Project Reporting

The CIP requires that each project includes performance monitoring goals/metrics to gather project-specific performance indicators. The funding agreement will include all monitoring and reporting requirements to capture the benefits and expected outcomes of Alameda CTC's investments. The reporting requirements include the following:

1. **Progress Reports**
   The executed funding agreements require regular progress reporting, based on the reporting schedule set forth on the agreement. The progress reports include a status update made toward implementation of the project, including deliverables, commitment status of supplemental funds identified in the funding agreement, and adherence to the adopted project schedule.

2. **Corrective Plans**
   Once a funding agreement is executed, Project Sponsors are required to report changes to the project scope, schedule, cost, and funding for the Commission's consideration as soon as the Project Sponsor identifies required changes. Reports of changes such as budget increases, schedule delays, and other factors that may impede successful project delivery in accordance with the agreed-on scope, schedule, cost, and funding must be accompanied by a Corrective Plan detailing the Project Sponsor's strategy to deliver the project or program within the proposed new parameters. Alameda CTC must accept the plan before future programming, allocations, and reimbursements will be approved.

3. **Final Report**
   The Project Sponsor must submit a final project delivery report of the completed project contained in a funding agreement. The final report must describe the completed scope of work, the final budget including expenditures of all identified fund sources in the funding plan, and any performance

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outcomes in the funding agreement.

Monitoring Project Sponsor Delivery and Accountability

Alameda CTC will also monitor the Project Sponsor's ability to deliver a project as proposed. Project Sponsors are required to monitor the project's progress and inform Alameda CTC if there are significant changes in project or program development, implementation schedule, or budget. The Project Sponsor's delivery record may be considered in future programming cycles or when the Project Sponsor requests additional funding. Failure to monitor performance or perform required expenditure audits may affect a Project Sponsor's eligibility to receive funding in future CIP update cycles.

Audits

Alameda CTC reserves the right to perform audits to confirm whether costs submitted for reimbursement are consistent with the provisions set forth in the applicable funding agreement(s). The audit may also include a review of deliverables and outcomes to determine if they are consistent with the project scope and schedule in the funding agreement. Audits must also be performed for funding sources as described in the 2000 TEP and 2014 TEP.

Alameda CTC will periodically evaluate and summarize project performance monitoring efforts through individual project or comprehensive program updates to the Commission. This is intended to provide feedback on Alameda CTC's investments, including how the projects benefit the transportation system.

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ALAMEDA
County Transportation Commission

2026 Comprehensive Investment Plan

Appendix A

Technical Detail: Current Programming



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Alameda CTC Comprehensive Investment Plan
2024 CIP Update Five-Year Programming and Two-Year Allocation Plan
2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	TFCA	Prog Mgr	Transit	CON	925	925						925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	2000 MB	07A	Transit	Various	11,510	11,510						11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	2014 MBB	TEP-13	Transit	CON	10,000	10,000						10,000
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	1,741	1,741						1,741
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	2-Central	Lifeline	STA	Transit	CON	450	450						450
00193	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	1-North	2010 VRF	Disc-Transit	Transit	Various	300	300						300
00009	AC Transit	City of Oakland Broadway Shuttle	1-North	Lifeline	JARC	Transit	O&M	405	405						405
00057	AC Transit	College/Broadway Corridor Transit Priority	1-North	2014 MBB	TEP-16	Transit	Planning / Scoping	100	100						100
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75		75					75
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	283		283					283
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	221		221					221
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	CON	1,144			1,144				1,144
00421	AC Transit	Fruitvale Corridor	1-North	STP/CMAQ	STP/CMAQ	Transit	CON	2,000			2,000				2,000
00056	AC Transit	Grand/MacArthur BRT	1-North	2014 MBB	TEP-15	Transit	Planning / Scoping	97	97						97
00446	AC Transit	High-Priority Bus Stop Improvements Project	Multiple	2010 VRF	Disc-Transit	Transit	CON	1,800			1,800				1,800
00171	AC Transit	Line 97 Corridor Improvements (Signal timing component)	2-Central	TFCA	Prog Mgr	Transit	Various	228	228						228
00381	AC Transit	Oakland Traffic Management Center	1-North	2000 MB	Disc-Transit	Transit	CON	375	375						375
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	3,583	3,583						3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	JARC	Transit	O&M	1,417	1,417						1,417
00460	AC Transit	Purchase of 10 Zero-emission Buses	Multiple	STIP	RIP	Transit	CON	13,125			13,125				13,125
00379	AC Transit	Quick Builds	1-North	STP/CMAQ	STP/CMAQ	Transit	CON	954	954						954
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	447	447						447
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	PE/Env	536	536						536

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								Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2010 VRF	Disc-Transit	Transit	CON	4,018	4,018						4,018
00380	AC Transit	Tempo Quick Build Transit Lane Delineation	1-North	STP/CMAQ	STP/CMAQ	Transit	CON	300	300						300
00452	AC Transit	The East Bay Paratransit Travel Training Program	Multiple	2000 MB	MB-T2	Paratransit	O&M	673			673				673
00452	AC Transit	The East Bay Paratransit Travel Training Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	59			59				59
00087	Alameda	Alameda City Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	505	505						505
00345	Alameda	Alameda Commercial and Slow Streets Program	1-North	2000 MB	Disc-BP	Bike/Ped	CON	30	30						30
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Planning / Scoping	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	PE/Env	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Final Design (PS&E)	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	CON	7,650						7,650	
00424	Alameda	Alameda-Oakland Estuary Water Shuttle Pilot Program	1-North	2010 VRF	Disc-Transit	Transit	O&M	416		416					416
00424	Alameda	Alameda-Oakland Estuary Water Shuttle Pilot Program	1-North	TFCA	Prog Mgr	TFCA	O&M	584		584					584
00196	Alameda	Central Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	3,487	3,487						3,487
00197	Alameda	City Wide Street Resurfacing - Pavement Management	1-North	OBAG	LSR	LSR	CON	827	827						827
00418	Alameda	Citywide High-priority Roundabouts	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	2,325		2,325					2,325
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	124	124						124
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	443	443						443
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,451	4,451						4,451
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	PE/Env	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	434	434						434
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	ROW	1,097	1,097						1,097
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	CON	6,376	6,376						6,376

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								Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	2000 MB	Disc-BP	Bike/Ped	CON	192	192						192
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00358	Alameda	Implement 8 School Safety Assessments in Alameda	1-North	2000 MB	Disc-BP	Bike/Ped	CON	84	84						84
00437	Alameda	Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Improvement Project	1-North	2014 MBB	TEP-44	Bike/Ped	PE/Env	162		162					162
00437	Alameda	Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Improvement Project	1-North	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	405		405					405
00314	Alameda	Otis Drive Traffic Calming and Safety Improvement Project	1-North	TFCA	Prog Mgr	Transit	CON	175	175						175
00200	Alameda	Seaplane Lagoon Ferry Terminal	1-North	2014 MBB	TEP-45	Transit	CON	8,200	8,200						8,200
00335	Alameda	West End Bike Ped Bridge Project	1-North	2014 MBB	TEP-37	Bike/Ped	Planning / Scoping	1,555	1,555						1,555
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2-Central	2000 MB	Disc-TCD	Transit	Planning / Scoping	87	87						87
00088	Alameda County	Alameda Co-Various Streets and Roads Preservation	4-East	OBAG	STP	LSR	CON	1,565	1,565						1,565
00377	Alameda County	Anita Avenue Streetscape Improvements	2-Central	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	2,000	2,000						2,000
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	2014 MBB	TEP-26	LSR	CON	7,194	7,194						7,194
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	245	245						245
00162	Alameda County	East Castro Valley Boulevard Class II Bike Lanes	4-East	TFCA	Prog Mgr	Bike/Ped	Various	62	62						62
00329	Alameda County	East Lewelling Blvd Class 4 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00396	Alameda County	East Lewelling Blvd Streetscape Improvements Phase II	2-Central	2010 VRF	Disc-BP	Bike/Ped	CON	1,950	1,950						1,950
00319	Alameda County	Hesperian Blvd Class 2 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00127	Alameda County	Hesperian Blvd Corridor Improvement (A St - I880)	2-Central	2014 MBB	TEP-26	LSR	CON	7,000	7,000						7,000
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	9,300	9,300						9,300
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	1,852	1,852						1,852
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	98	98						98
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	4,950			4,950				4,950
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	OBAG	LSR	LSR	CON	2,171	2,171						2,171

Alameda CTC Comprehensive Investment Plan
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Programming and Allocations ($ x 1,000)

									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	OBAG	LSR	LSR	CON	1,779	1,779						1,779
00357	Alameda County	Sidewalk & Intersection Improvements to access Royal Sunset High School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	136	136						136
00344	Alameda County	Unincorporated Alameda County Bicycle Route Signage	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	11	11						11
00429	Alameda County	Upper San Lorenzo Creekway	2-Central	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	9,621		9,621					9,621
00465	Alameda County / Alameda CTC	East Bay Greenway Multimodal (Phase 1): Bayfair to 162nd Ave (County Segment)	2-Central	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,500			1,500				1,500
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	2010 VRF	Disc-Transit	Transit	CON	7,000	7,000						7,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Planning / Scoping	4	4						4
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	12,348	12,348						12,348
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	27,181	27,181						27,181
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	ROW	51,646	51,646						51,646
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	CON	41,441	39,141	2,300					41,441
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-23	Freight	CON	25,500	25,500						25,500
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-41	Freight	CON	2,000	2,000						2,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	CCR	Freight	CON	479	479						479
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	SB-1	LPP	Freight	CON	3,800	3,800						3,800
00053	Alameda CTC	Affordable Student Transit Pass Programs	Multiple	2014 MBB	TEP-08	Transit	O&M	15,000	15,000						15,000
00054	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	Multiple	2014 MBB	TEP-12	Paratransit	Planning / Scoping	1	1						1
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	Multiple	TFCA	Prog Mgr	Transit	O&M	270	270						270
00120	Alameda CTC	Alameda County Rail Strategy Study	Multiple	2014 MBB	TEP-27	Freight	Planning / Scoping	170	170						170
00120	Alameda CTC	Alameda County Rail Strategy Study (Rail Safety Enhancement Program)	Multiple	2014 MBB	TEP-27	Freight	PE/Env	80	80						80
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	1,789	1,789						1,789
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2014 MBB	TEP-44	Bike/Ped	O&M	1,838	442	1,396					1,838
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	CON								

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								Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	17,875	8,992	8,883					17,875
00407	Alameda CTC	Alameda County Safe Routes to Schools	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning / Scoping	1,500	1,500						1,500
00343	Alameda CTC	Alameda CTC STIP Administration (Planning, Programming and Monitoring)	Multiple	STIP	RIP	Multiple	Various	2,190	315	1,875					2,190
00206	Alameda CTC	Comprehensive Multimodal Monitoring	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	1,250	1,250						1,250
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	8	8						8
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Multiple	TFCA	Prog Mgr	Multiple	O&M	210	210						210
00313	Alameda CTC	Countywide Model Update	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	800	800						800
00445	Alameda CTC	Countywide Planning Activities	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	2,600		2,600					2,600
00408	Alameda CTC	CTA Planning & Programming	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning / Scoping	354	354						354
00406	Alameda CTC	CTA Planning & Programming (for Various Youth and Adult Bicycle Promotion & Education)	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning / Scoping	160	160						160
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	1,215		1,215					1,215
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	PE/Env	8,136	4,371	3,765					8,136
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	13,264	12,400		864				13,264
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	ROW	1,479	1,479						1,479
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	CON								
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	535		535					535
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	1986 MB	MB226	LSR	CON	19,350	19,350						19,350
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	2014 MBB	TEP-27	Freight	O&M	360						360	
00131	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	4-East	2014 MBB	TEP-26	HWY	Planning / Scoping	17	17						17
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	402	402						402
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	16,598	16,598						16,598
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2014 MBB	TEP-35	HWY	CON								

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Programming and Allocations ($ x 1,000)

									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2000 MB	08B	HWY	Final Design (PS&E)	4,500	4,500						4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2000 MB	08B	HWY	CON	100,000	100,000						100,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	Planning / Scoping	1	1						1
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	Final Design (PS&E)	2,792	2,792						2,792
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	ROW	1,229	1,229						1,229
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	CON	1,767	1,767						1,767
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Planning / Scoping	725	725						725
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	PE/Env	4,021	4,021						4,021
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Final Design (PS&E)	22,757	22,757						22,757
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	ROW	6,708	6,708						6,708
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	CON	20,000	20,000						20,000
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	STIP	RIP	HWY	CON	5,793	5,793						5,793
00117	Alameda CTC	I-680 Sunol SB Express Lane	3-South	2000 MB	08A	HWY	O&M	4,500	4,500						4,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	3-South	2000 MB	08A	HWY	CON	20,000	20,000						20,000
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Planning / Scoping	12	12						12
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	PE/Env	5,838	5,838						5,838
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Final Design (PS&E)	13,219	12,150		1,069				13,219
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	STIP	RIP	HWY	CON	50	50						50
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	PE/Env	4,182	4,182						4,182
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	Final Design (PS&E)	7,200	7,200						7,200
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	Final Design (PS&E)	841	841						841
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	ROW	353	353						353
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	ROW	4,201	4,201						4,201

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Programming and Allocations ($ x 1,000)

									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	ROW	15	15						15
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	CON	3,484	3,484						3,484
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	CON	10,231	10,231						10,231
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	CON	265	265						265
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	CCR	HWY	CON	3,581	836	2,745					3,581
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	TFCA	Prog Mgr	HWY	CON	364		364					364
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	Final Design (PS&E)	172	172						172
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	CON	368	368						368
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	3-South	2014 MBB	TEP-39	HWY	Planning / Scoping	825	825						825
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	3-South	2014 MBB	TEP-39	HWY	PE/Env	4,750	4,750						4,750
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	Planning / Scoping	100	100						100
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	PE/Env	275	275						275
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	Final Design (PS&E)	10,425	10,425						10,425
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-39	HWY	Final Design (PS&E)	5,125	5,125						5,125
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	STIP	RIP	HWY	CON	50	50						50
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	ROW	895	895						895
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	CON	7,105	7,105						7,105
00159	Alameda CTC	Matching Program for Last Mile Connection Technology Programs	Multiple	2014 MBB	TEP-46	Transit	Various	200	200						200
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	Multiple	2014 MBB	TEP-41	Freight	Various	300	300						300
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	4,700	4,700						4,700
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	2014 MBB	TEP-46	Multiple	Planning / Scoping	1,000	1,000						1,000
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	PE/Env	5,800	5,800						5,800
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	Final Design (PS&E)	12,000	12,000						12,000

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								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	ROW	5,966	5,966						5,966
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	CON	48,679			48,679				48,679
00287	Alameda CTC	Oakland Alameda Access Project	1-North	CMA-TIP	Other	HWY	CON	2,500			2,500				2,500
00287	Alameda CTC	Oakland Alameda Access Project	1-North	STIP	RIP	HWY	CON	23,524	50		23,474				23,524
00161	Alameda CTC	Overall Planning/Monitoring Services	Multiple	2014 MBB	TEP-46	Multiple	O&M	100	100						100
00451	Alameda CTC	Paratransit Needs Assessment	Multiple	2000 MB	Disc-PT	Paratransit	O&M	300			300				300
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Planning / Scoping								
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	PE/Env	2,204	2,204						2,204
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	Final Design (PS&E)	3,208		1,988	1,220				3,208
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	ROW	1,675		1,675					1,675
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Final Design (PS&E)	5,696	5,696						5,696
00412	Alameda CTC	Route 84 Expressway - South Segment	4-East	2000 MB	24	HWY	Various	(6,000)	(6,000)						(6,000)
00412	Alameda CTC	Route 84 Expressway - South Segment	4-East	2014 MBB	TEP-32	HWY	ROW	10,000	10,000						10,000
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	5,336	5,336						5,336
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	PE/Env	5,154	3,244	1,910					5,154
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	300		300					300
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	7,960	7,270	690					7,960
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	ROW	2,000		2,000					2,000
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	CON								
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2000 MB	MB-T2	LSR	Final Design (PS&E)	750			750				750
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2000 MB	MB-T2	LSR	CON	2,586			2,586				2,586
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	TFCA	Prog Mgr	LSR	CON								
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	OBAG	STP/CMAQ	LSR	CON	30,000		30,000					30,000

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									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	Planning / Scoping	3,500	3,500						3,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	PE/Env	5,500	5,500						5,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	CON								
00072	Alameda CTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	4-East	2014 MBB	TEP-32	HWY	CON								
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2000 MB	24	HWY	Final Design (PS&E)	400	400						400
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2000 MB	24	HWY	CON	5,600	5,600						5,600
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	PE/Env	1,731	1,731						1,731
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	Final Design (PS&E)	10,724	10,724						10,724
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	ROW	30,688	30,688						30,688
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	CON	78,857	78,857						78,857
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	ROW	546	546						546
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	CON	854	854						854
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	SB-1	LPP	HWY	CON	8,600	8,600						8,600
00289	Alameda CTC	Student Transit Pass Program	Multiple	2014 MBB	TEP-07	Transit	O&M	31,500	16,200	7,300	8,000				31,500
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	Multiple	2000 MB	Disc-TCD	Bike/Ped	Planning / Scoping	200	200						200
00280	Alameda CTC	Toll Revenue Forecasting	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	1,290	1,290						1,290
00447	Alameda CTC	Toll System Arbitration Support	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	250	250						250
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	O&M	3,000	2,151	604	245				3,000
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	2014 MBB	TEP-45	Transit	O&M	1,403	1,004	399					1,403
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	2000 MB	Disc-PT	Paratransit	O&M	109	109						109
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	Multiple	TFCA	Prog Mgr	Multiple	O&M	100	100						100
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	2000 MB	Disc-BP	Bike/Ped	CON	741	741						741

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									Prior Allocations	Two-Year Allocation Plan		Future Programming		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	TFCA	Prog Mgr	Bike/Ped	CON	85	85						85
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	1-North	TFCA	Prog Mgr	Bike/Ped	Various	95	95						95
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	1-North	OBAG	LSR	Bike/Ped	CON	340	340						340
00346	Albany	Solano and Marin Ave Sidewalk Improvements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00454	ASEB	ASEB Revitalization of Transportation Program after Pandemic	1-North	2000 MB	Disc-PT	Paratransit	O&M	542			542				542
00300	ASEB	Regrowth of Transportation Services for Individuals with Dementia	1-North	2000 MB	Disc-PT	Paratransit	O&M	210	41	169					210
00021	ASEB	Special Transportation Services for Individuals with Dementia	1-North	2000 MB	Disc-PT	Paratransit	O&M	400	400						400
00339	BAAQMD / CEC	Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (NorCAL Drayage)	1-North	2014 MBB	TEP-46	Freight	CON	3,640	3,640						3,640
00304	BART	19th Street Oakland BART Modernization	1-North	2014 MBB	TEP-19	Transit	CON	17,650	17,650						17,650
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	1-North	Lifeline	STA	Transit	O&M	250	250						250
00215	BART	BART to Livermore	4-East	TCRP	TCRP	Transit	PE/Env	1,700	1,700						1,700
00215	BART	BART to Livermore	4-East	2000 MB	26	Transit	PE/Env	1,400	1,400						1,400
00172	BART	BART West Oakland Bike Locker Plaza	1-North	TFCA	Prog Mgr	Transit	Various	55	55						55
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	500	500						500
00059	BART	Bay Fair Connector/BART Metro	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	85	85						85
00450	BART	Core Capacity Rail Car	Multiple	2014 MBB	TEP-18	Transit	CON	35,350		35,350					35,350
00416	BART	Lake Merritt TOD	1-North	2010 VRF	Disc-Transit	Transit	CON	1,030		1,030					1,030
00416	BART	Lake Merritt TOD	1-North	2014 MBB	TEP-45	Transit	CON	6,800		6,800					6,800
00449	BART	Next Generation Fare Gates	Multiple	2014 MBB	TEP-19	Transit	CON	19,570		19,570					19,570
00341	BART	Vehicle Overhaul and Heavy Repairs Shop (VOHRS)	2-Central	2014 MBB	TEP-18	Transit	Final Design (PS&E)	5,000	5,000						5,000
00318	BART	West Oakland BART Station Bike Locker Expansion	1-North	TFCA	Prog Mgr	Transit	CON	100	100						100
00419	BART	West Oakland BART TOD & Station Modernization	1-North	2014 MBB	TEP-45	Transit	CON	8,400		8,400					8,400
00427	BATA	West Oakland Link	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	4,200				4,200			

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00427	BATA	West Oakland Link	1-North	TFCA	Prog Mgr	Bike/Ped	CON	344		344					344
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	25	25						25
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	29	29						29
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	59	59						59
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	613	613						613
00440	Berkeley	Adeline Corridor Project at Ashby BART Station	1-North	2014 MBB	TEP-44	Bike/Ped	PE/Env	600		600					600
00410	Berkeley	Adeline Street Transportation Improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	495	495						495
00165	Berkeley	Berkeley Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	Various	94	94						94
00184	Berkeley	Berkeley Citywide Bike Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON								
00347	Berkeley	Berkeley Healthy Streets Program Expansion	1-North	2000 MB	Disc-BP	Bike/Ped	CON	49	49						49
00330	Berkeley	Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON								
00177	Berkeley	Hearst Ave Complete Streets	1-North	TFCA	Prog Mgr	Bike/Ped	CON	60	60						60
00097	Berkeley	Hearst Avenue Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	2,256	2,256						2,256
00220	Berkeley	Milvia Bikeway Project	1-North	2000 MB	Disc-BP	Bike/Ped	PE/Env	266	266						266
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	61	61						61
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	153	153						153
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	1,057	1,057						1,057
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	202	202						202
00089	Berkeley	Shattuck Complete Streets and De-couplet	1-North	OBAG	STP	Bike/Ped	CON	2,777	2,777						2,777
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	387	387						387
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	613	613						613

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	7,335	7,335						7,335
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TCD	Transit	Planning / Scoping	110	110						110
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TCD	Transit	PE/Env	180	180						180
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	22	22						22
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	52	52						52
00422	Berkeley	Water Transportation / Ferry Project	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	2,246		2,246					2,246
00422	Berkeley	Water Transportation / Ferry Project	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	2,893			2,893				2,893
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2000 MB	Disc-PT	Paratransit	O&M	535	535						535
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2014 MBB	TEP-12	Paratransit	O&M	1,004	779	225					1,004
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2000 MB	MB-T2	Paratransit	O&M	1,180			1,180				1,180
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	1-North	2014 MBB	TEP-12	Paratransit	O&M	306	306						306
00293	CIL	Community Connections Program (CoCo)	1-North	2000 MB	Disc-PT	Paratransit	O&M	940	752	188					940
00293	CIL	Community Connections Program (CoCo)	1-North	2000 MB	MB-T2	Paratransit	O&M	1,250			1,250				1,250
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	1-North	2000 MB	Disc-PT	Paratransit	O&M	500	500						500
00023	CIL	Mobility Matters Project	1-North	2000 MB	Disc-PT	Paratransit	O&M	679	679						679
00455	CityServe	Ride Care	Multiple	2000 MB	Disc-PT	Paratransit	O&M	1,000			1,000				1,000
00457	CRIL	Door Through Door and Travel Training	2-Central	2000 MB	Disc-PT	Paratransit	O&M	1,067			1,067				1,067
00291	CRIL	Travel Training: Oh The Places You Will Go!	2-Central	2000 MB	Disc-PT	Paratransit	O&M	189	189						189
00173	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	2-Central	TFCA	Prog Mgr	Transit	Various	123	123						123
00320	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations	2-Central	TFCA	Prog Mgr	Transit	O&M	215	215						215
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128
00295	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	582	388						388

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	O&M	194	194						194
00224	Dublin	City of Dublin Street Rehab	4-East	OBAG	LSR	LSR	CON	661	661						661
00123	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	4-East	2014 MBB	TEP-26	LSR	CON	11,200	11,200						11,200
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2000 MB	Disc-TCD	Bike/Ped	Final Design (PS&E)	41	41						41
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2010 VRF	Disc-BP	Bike/Ped	CON	226	226						226
00124	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	4-East	2014 MBB	TEP-26	LSR	CON	3,000	3,000						3,000
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	PE/Env	2,374	2,374						2,374
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	Final Design (PS&E)	5,374	5,374						5,374
00090	Dublin	Dublin Boulevard Preservation	4-East	OBAG	STP	LSR	CON	470	470						470
00430	Dublin	Dublin/Pleasanton BART Station Active Access Improvements	4-East	2014 MBB	TEP-42	Bike/Ped	CON	7,910		7,910					7,910
00430	Dublin	Dublin/Pleasanton BART Station Active Access Improvements	4-East	TFCA	Prog Mgr	Bike/Ped	CON	495		495					495
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	166	166						166
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,128	1,128						1,128
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	CON	4,751	4,751						4,751
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	TFCA	Prog Mgr	Bike/Ped	CON	856	856						856
00052	Dublin	Iron Horse Transit Route - Dougherty Road	4-East	2000 MB	09	Multiple	CON	6,267	6,267						6,267
00348	Dublin	Regional Street Improvement Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00361	Dublin	Safe Routes to School - Crosswalk Improvements Project	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	94	94						94
00402	Dublin	Safe Routes to School Improvements Dublin	4-East	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	110	110						110
00402	Dublin	Safe Routes to School Improvements Dublin	4-East	2010 VRF	Disc-BP	Bike/Ped	CON	390	390						390
00166	Dublin	San Ramon Road Arterial Mgmt	4-East	TFCA	Prog Mgr	LSR	Various	146	146						146
00428	Dublin	Tassajara Rd Improvements from N. Dublin Ranch Drive to Quarry Lane School	4-East	2014 MBB	TEP-44	Bike/Ped	CON	872		872					872
00428	Dublin	Tassajara Rd Improvements from N. Dublin Ranch Drive to Quarry Lane School	4-East	TFCA	Prog Mgr	Bike/Ped	CON	128		128					128

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00315	Dublin	Tassajara Road Arterial Management Project	4-East	TFCA	Prog Mgr	Transit	CON	146	146						146
00461	Dublin	Village Parkway Complete Streets Improvements	1-North	STIP	RIP	Bike/Ped	CON	9,150			9,150				9,150
00414	EBCE	Ride Electric Program	Multiple	2014 MBB	TEP-46	Bike/Ped	O&M	4,000		2,000	2,000				4,000
00435	EBRPD	Oakland Bay Trail Extension	1-North	2014 MBB	TEP-42	Bike/Ped	CON	925			925				925
00435	EBRPD	Oakland Bay Trail Extension	1-North	TFCA	Prog Mgr	Bike/Ped	CON	175			175				175
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	1-North	2014 MBB	TEP-42	Bike/Ped	CON	642	642						642
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	1-North	2014 MBB	TEP-42	Bike/Ped	CON	2,833	2,833						2,833
00292	Eden I&R	Mobility Management Through 211 Alameda County	2-Central	2000 MB	Disc-PT	Paratransit	O&M	747	582	165					747
00292	Eden I&R	Mobility Management Through 211 Alameda County	2-Central	2000 MB	MB-T2	Paratransit	O&M	956			956				956
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	296	296						296
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	1-North	2014 MBB	TEP-12	Paratransit	O&M	952	776	176					952
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	1-North	2000 MB	MB-T2	Paratransit	O&M	1,212			1,212				1,212
00417	Emeryville	40th Multimodal Improvements project	1-North	2010 VRF	Disc-Transit	Transit	CON	8,204		8,204					8,204
00417	Emeryville	40th Multimodal Improvements project	1-North	TFCA	Prog Mgr	Transit	CON	172		172					172
00391	Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	1-North	2000 MB	Disc-TCD	Transit	Final Design (PS&E)	600	600						600
00391	Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	1,400	1,400						1,400
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	1-North	2000 MB	Disc-PT	Paratransit	O&M	174	174						174
00271	Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	1-North	2014 MBB	TEP-12	Paratransit	O&M	52	52						52
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00431	Emeryville	Doyle Bicycle Improvements - Phase 3	1-North	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	37		37					37
00431	Emeryville	Doyle Bicycle Improvements - Phase 3	1-North	2014 MBB	TEP-44	Bike/Ped	CON	317			317				317
00230	Emeryville	Emery Go Round General Benefit Operations	1-North	2014 MBB	TEP-45	Transit	O&M	2,500	2,500						2,500
00394	Emeryville	Emery Go-Round Operating Expenses (FY2022-FY2026)	1-North	2010 VRF	Disc-Transit	Transit	O&M	2,000	500	500	500	500			1,500

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00423	Emeryville	Emery Go-Round Operating Expenses (FY26-FY27 and FY27-28)	1-North	2010 VRF	Disc-Transit	Transit	O&M	1,000					500	500	
00301	Emeryville	Emeryville Senior Center Group Trips Bus Purchase	1-North	2000 MB	Disc-PT	Paratransit	O&M	132	132						132
00411	Emeryville	Emeryville Transportation Investments	1-North	2014 MBB	TEP-45	Transit	Planning / Scoping	225	225						225
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	1-North	OBAG	LSR	LSR	CON								
00458	Emeryville	Micro Transit Expanded Transportation Program	1-North	2000 MB	Disc-PT	Paratransit	O&M	146			146				146
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	1-North	2000 MB	Disc-TCD	Transit	CON	930	930						930
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets	1-North	CMA-TIP	Other	Freight	CON	1,380	1,380						1,380
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets (TCEP Match)	1-North	2014 MBB	TEP-41	Freight	CON	1,800	1,800						1,800
00349	Emeryville	Shared Doyle Street Quick-Build Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00141	Emeryville	South Bayfront Bridge	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,895	1,895						1,895
00141	Emeryville	South Bayfront Bridge	1-North	TFCA	Prog Mgr	Bike/Ped	CON	105	105						105
00350	Fremont	Centerville Complete Streets Pilot Road Diet	3-South	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00233	Fremont	City of Fremont Pavement Rehabilitation Project	3-South	OBAG	LSR	LSR	CON	2,760	2,760						2,760
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	PE/Env	386	386						386
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	799	799						799
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	CON	6,510	6,510						6,510
00436	Fremont	East Bay Greenway Trail (Irvington to Fremont BART)	3-South	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,033		1,033					1,033
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	PE/Env	1,901	1,901						1,901
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,553	3,553						3,553
00322	Fremont	Former State Route 84 Pavement Rehabilitation	3-South	2014 MBB	TEP-21	LSR	CON	2,000	2,000						2,000
00362	Fremont	Fremont Boulevard/Country Drive Protected Intersection Project	3-South	2000 MB	Disc-BP	Bike/Ped	CON	267	267						267
00374	Fremont	Fremont Boulevard/Grimmer Boulevard Improvement Project	3-South	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,415	1,415						1,415
00441	Fremont	Fremont Boulevard/Walnut Avenue Bikeway Project	3-South	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	1,100		1,100					1,100

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00373	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	3-South	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,271	1,271						1,271
00091	Fremont	Fremont City Center Multi-Modal Improvements	3-South	OBAG	STP	Multiple	CON	1,288	1,288						1,288
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	3-South	TFCA	Prog Mgr	LSR	CON	646	646						646
00305	Fremont	I-680 Interchange Modernization & Area Impvts. (Mission Blvd, Washington, Auto Mall Pkwy, Auto Mall Pkwy / WarmSprings Intersection)	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	3,000	3,000						3,000
00309	Fremont	I-880 Bridge at Pacific Commons Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,100	2,100						2,100
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	1,000	1,000						1,000
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	PE/Env	2,000	2,000						2,000
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	Final Design (PS&E)	2,300			2,300				2,300
00058	Fremont	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Planning / Scoping	2,760	2,760						2,760
00058	Fremont	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Final Design (PS&E)	23,950	16,450	7,500					23,950
00308	Fremont	Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone	3-South	2014 MBB	TEP-21	Freight	CON	939	939						939
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	693	579	114					693
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	3-South	2000 MB	MB-T2	Paratransit	O&M	875			875				875
00453	Fremont	Ride-On Tri-City! On-Demand WAV Pilot Project	3-South	2000 MB	Disc-PT	Paratransit	O&M	525			525				525
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	PE/Env	337	337						337
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	Final Design (PS&E)	509	509						509
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	CON	7,525	7,525						7,525
00153	Fremont	Scoping: Fremont BART Station West Side Enhancement	3-South	2014 MBB	TEP-45	Transit	Planning / Scoping	42	42						42
00154	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	3-South	2014 MBB	TEP-45	Bike/Ped	Planning / Scoping	42	42						42
00143	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	41	41						41
00152	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	3-South	2014 MBB	TEP-42	Multiple	Planning / Scoping	42	42						42
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	3-South	TFCA	Prog Mgr	LSR	CON	425	425						425

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								Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00025	Fremont	Tri-City Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	431	431						431
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	280	280						280
00027	Fremont	Tri-City Taxi Voucher Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	450	450						450
00026	Fremont	Tri-City Volunteer Driver Programs	3-South	2000 MB	Disc-PT	Paratransit	O&M	549	549						549
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	3-South	2014 MBB	TEP-45	Bike/Ped	CON	5,000	5,000						5,000
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-45	Transit	CON	25,000	25,000						25,000
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-21	Transit	CON	5,000	5,000						5,000
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	750	750						750
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	Final Design (PS&E)	250	250						250
00307	Fremont/ Union City	Decoto Boulevard Complete Streets w/Transit Priority Project	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	3,500	3,500						3,500
00312	Fremont/ Union City	Dumbarton to Quarry Lakes Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,000	2,000						2,000
00363	Hayward	Cesar Chavez Middle School – Safe Routes to School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	162	162						162
00092	Hayward	Hayward - Industrial Boulevard Preservation	2-Central	OBAG	STP	LSR	CON	1,265	1,265						1,265
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Planning / Scoping	939	939						939
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Final Design (PS&E)	1,608		1,608					1,608
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	PE/Env	4,261	4,261						4,261
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	STIP	RIP	HWY	CON	50	50						50
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	175	175						175
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	1,500	1,500						1,500
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	2014 MBB	TEP-26	LSR	CON	23,162	23,162						23,162
00351	Hayward	Patrick Avenue Traffic Calming Improvement Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON								
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2-Central	2014 MBB	TEP-26	HWY	Planning / Scoping	440	440						440
00448	Hayward	Winton Ave/D St & Tennyson Corridors Signal Timing	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	515		515					515

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	OBAG	LSR	LSR	Final Design (PS&E)	88	88						88
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	OBAG	LSR	LSR	CON								
00283	LARPD/TVC	Valley Trails Connection Project	4-East	CMA-TIP	Other	Bike/Ped	CON	96	96						96
00463	LAVTA	Atlantis Facility Construction	4-East	STIP	RIP	Transit	CON	5,180			5,180				5,180
00389	LAVTA	Atlantis O&M Facility Bridging Documents	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	541	541						541
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	4-East	TFCA	Prog Mgr	Transit	O&M	275	275						275
00321	LAVTA	LAVTA Rte 30 BRT Operations, FYs 19/20 and 20/21	4-East	TFCA	Prog Mgr	Transit	O&M	477	477						477
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Transit	O&M	318	318						318
00420	LAVTA	LAVTA Zero Emissions Infrastructure Transition Project (Atlantis Maintenance Facility)	4-East	2000 MB	Disc-Transit	Transit	CON	3,000		3,000					3,000
00298	LAVTA	Para-Taxi Debit Card	4-East	2000 MB	Disc-PT	Paratransit	O&M	87	71	16					87
00299	LAVTA	Para-Taxi Operations	4-East	2000 MB	Disc-PT	Paratransit	O&M	107	107						107
00378	LAVTA	Passenger Facilities Enhancements	4-East	STP/CMAQ	STP/CMAQ	Transit	CON	2,000	2,000						2,000
00160	LAVTA	Pilot Transit Program for Last Mile Connections	4-East	2000 MB	Disc-Transit	Transit	O&M	51	51						51
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	152	152						152
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	CON	1,257	1,257						1,257
00340	LAVTA	Rapid Bus Stop Improvement Project	4-East	RM2	Other	Transit	Various	2,300	2,300						2,300
00334	LAVTA	Route 30R Weekday Operations	4-East	TFCA	Prog Mgr	Bike/Ped	CON	490	490						490
00451	LAVTA	Wheels Access – Expanding Mobility Options in the Tri-Valley	4-East	2000 MB	MB-T2	Paratransit	O&M	599			599				599
00245	LAVTA	Wheels Forward/2020 Plan	4-East	2000 MB	Disc-Transit	Transit	Planning / Scoping	220	220						220
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	STA	Transit	O&M	388	388						388
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	JARC	Transit	O&M	129	129						129
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	O&M	22	22						22

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									Prior Allocations	Two-Year Allocation Plan		Future Programming		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00296	LIFE ElderCare	Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults	3-South	2000 MB	Disc-PT	Paratransit	O&M	925	773	152					925
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	O&M	275	275						275
00352	Livermore	Downtown Livermore Bicycle Parking Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	39	39						39
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	20	20						20
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	30	30						30
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	137	137						137
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	193	193						193
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	CON	1,406	1,406						1,406
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	17	17						17
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	84	84						84
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	4-East	OBAG	LSR	LSR	CON	1,382	1,382						1,382
00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	81	81						81
00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	242	242						242
00247	Livermore	Vasco Road/I-580 Interchange Improvements	4-East	2014 MBB	TEP-34	HWY	PE/Env	1,380	1,380						1,380
00102	MTC	Regional Planning Activities and PPM - Alameda	Multiple	OBAG	STP	Multiple	PE/Env	1,034	1,034						1,034
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	Planning / Scoping	100	100						100
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	Final Design (PS&E)	100	100						100
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	CON	400	400						400
00328	MTC / Alameda CTC	Bay Bridge Bicycle/Pedestrain LINK	1-North	2000 MB	Disc-BP	Transit	Final Design (PS&E)	3,000	3,000						3,000
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75	75						75
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	PE/Env	325	325						325

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	350	350						350
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	CON								
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	300	300						300
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	500	500						500
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	800	800						800
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	CON	1,500	1,500						1,500
00327	MTC / Alameda CTC	I-80 Powell Interchange	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	250	250						250
00327	MTC / Alameda CTC	I-80 Powell Interchange	1-North	2010 VRF	Disc-Transit	Transit	CON	2,500	2,500						2,500
00464	MTC/BATA	Improved Bike/Ped Connectivity to East Span SFOBB	1-North	STIP	RIP	Bike/Ped	CON	5,063			5,063				5,063
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	Final Design (PS&E)	3,253	3,253						3,253
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	CON	11,134	11,134						11,134
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	ROW	1,667	1,667						1,667
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	2000 MB	Disc-BP	Bike/Ped	CON	323	323						323
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	TFCA	Prog Mgr	Bike/Ped	CON	130	130						130
00099	Newark	Enterprise Drive Complete Streets and Road Diet	3-South	OBAG	STP	Bike/Ped	CON	454	454						454
00353	Newark	Jarvis Avenue Class II Buffered Bike Lanes	3-South	2000 MB	Disc-BP	Bike/Ped	CON	30	30						30
00366	Newark	Newark Safe Routes to School Improvements	3-South	2000 MB	Disc-BP	Bike/Ped	CON	43	43						43
00426	Newark	Old Town PDA Road Diet and Complete Street Improvement Project	3-South	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	5,141		5,141					5,141
00426	Newark	Old Town PDA Road Diet and Complete Street Improvement Project	3-South	TFCA	Prog Mgr	Bike/Ped	CON	69		69					69
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	3-South	OBAG	LSR	LSR	CON	592	592						592
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,300	1,300						1,300

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	CON	5,300	5,300						5,300
00375	Oakland	14th Street Complete Streets Project	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,000	1,000						1,000
00432	Oakland	27th Street and Bay Place Project	1-North	2014 MBB	TEP-44	Bike/Ped	CON	5,101		5,101					5,101
00432	Oakland	27th Street and Bay Place Project	1-North	2014 MBB	TEP-45	Bike/Ped	CON	3,200		3,200					3,200
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	PE/Env	225	225						225
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	Final Design (PS&E)	1,725	1,725						1,725
00433	Oakland	66th Avenue BART to Bay Trail	1-North	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	2,140		2,140					2,140
00103	Oakland	7th Street West Oakland Transit Village, Phase II	1-North	OBAG	CMAQ	Bike/Ped	CON	3,288	3,288						3,288
00167	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	1-North	TFCA	Prog Mgr	Transit	O&M	210	210						210
00180	Oakland	Broadway Shuttle Operations	1-North	2014 MBB	TEP-45	Transit	O&M	1,138	1,138						1,138
00180	Oakland	Broadway Shuttle Operations	1-North	TFCA	Prog Mgr	Transit	O&M	603	603						603
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	1-North	TFCA	Prog Mgr	Transit	O&M	354	354						354
00425	Oakland	Broadway Streetscape and Transit Improvements	1-North	2014 MBB	TEP-24	Transit	Final Design (PS&E)	3,888		3,888					3,888
00323	Oakland	Broadway Transit Lanes	1-North	2014 MBB	TEP-24	Transit	CON	1,462	1,462						1,462
00168	Oakland	CityRacks, Phase 12	1-North	TFCA	Prog Mgr	Bike/Ped	Various	117	117						117
00354	Oakland	Citywide Bicycle/Pedestrian Rapid Response Enhancements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	66	66						66
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	PE/Env								
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	250	250						250
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,110	1,110						1,110
00251	Oakland	E 12th Street Bikeway	1-North	TFCA	Prog Mgr	Bike/Ped	CON								
00331	Oakland	E. 12th St Bike Lanes	1-North	TFCA	Prog Mgr	Bike/Ped	CON	215	215						215
00376	Oakland	East Bay Greenway Segment II	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,000	1,000						1,000
00252	Oakland	East Oakland Community Streets Plan	1-North	2014 MBB	TEP-45	LSR	Planning / Scoping	100	100						100

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00253	Oakland	Fruitvale Ave Gap Closure	1-North	2014 MBB	TEP-44	Bike/Ped	CON	1,634	1,634						1,634
00137	Oakland	I-880/42nd-High Street Access Improvements	1-North	2014 MBB	TEP-40	HWY	CON	10,000	10,000						10,000
00442	Oakland	LAAMPS Phase Two	1-North	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	1,197		1,197					1,197
00093	Oakland	Lake Merritt BART Bikeways	1-North	OBAG	STP	Bike/Ped	CON	571	571						571
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	STP	Bike/Ped	CON	4,446	4,446						4,446
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	CMAQ	Bike/Ped	CON	2,554	2,554						2,554
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	80	80						80
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	320	320						320
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,392	4,392						4,392
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	2,500	2,500						2,500
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	60	60						60
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	CON	125	125						125
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	CMA-TIP	CMA-TIP	Bike/Ped	CON	200	200						200
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	Final Design (PS&E)	1,500	1,500						1,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	CON	9,500	9,500						9,500
00100	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	1-North	OBAG	CMAQ	Bike/Ped	CON	5,452	5,452						5,452
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	1-North	2014 MBB	TEP-26	Freight	CON	5,000	5,000						5,000
00121	Oakland	Oakland Army Base Roadway Infrastructure Improvements	1-North	2014 MBB	TEP-26	Freight	CON	41,000	41,000						41,000
00064	Oakland	Oakland Broadway Corridor Transit	1-North	2014 MBB	TEP-24	Transit	Planning / Scoping	50	50						50
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00094	Oakland	Oakland Complete Streets	1-North	OBAG	STP	LSR	CON	3,384	3,384						3,384
00258	Oakland	Oakland LSR Paving Program	1-North	OBAG	LSR	LSR	PE/Env	734	734						734
00258	Oakland	Oakland LSR Paving Program	1-North	OBAG	LSR	LSR	CON	4,161	4,161						4,161

Alameda CTC Comprehensive Investment Plan
2024 CIP Update Five-Year Programming and Two-Year Allocation Plan
2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00259	Oakland	OakMob Transportation Demand Management (TDM)	1-North	2014 MBB	TEP-45	Transit	O&M	167	167						167
00028	Oakland	Taxi-Up & Go Project	1-North	2000 MB	Disc-PT	Paratransit	O&M	350	350						350
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	98	98						98
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	207	207						207
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	ROW	21	21						21
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	CON	1,398	1,398						1,398
00260	Piedmont	Oakland Avenue Improvements	1-North	OBAG	LSR	LSR	CON	168	168						168
00286	Piedmont	Oakland Avenue Pedestrian Bridge Railing Project	1-North	CMA-TIP	Other	LSR	CON	204	204						204
00370	Piedmont	Oakland Avenue Pedestrian Enhancement Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	19	19						19
00101	Piedmont	Piedmont Complete Streets (CS)	1-North	OBAG	STP	Bike/Ped	CON	129	129						129
00285	Piedmont	Piedmont LSR Exchange Projects	1-North	CMA-TIP	Other	LSR	CON	(208)	(208)						(208)
00443	Piedmont	Piedmont Pedestrian Safety Project	1-North	2014 MBB	TEP-44	Bike/Ped	CON	500			500				500
00332	Piedmont/ EBCE	EV Charging in Piedmont	1-North	TFCA	Prog Mgr	Bike/Ped	CON	120	120						120
00316	Pleasanton	Citywide Trip Reduction Program	4-East	TFCA	Prog Mgr	Transit	O&M	80	80						80
00355	Pleasanton	Division Street/St. Mary's Street Cycle Track and Buffered Bike Lanes Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	17	17						17
00029	Pleasanton	Downtown Route Shuttle (DTR)	4-East	2000 MB	Disc-PT	Paratransit	O&M	148	148						148
00462	Pleasanton	Interstate 680/Sunol Boulevard Interchange Modernization	4-East	STIP	RIP	HWY	CON	6,000			6,000				6,000
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	4-East	OBAG	LSR	LSR	CON	1,095	1,095						1,095
00104	Pleasanton	Pleasanton Complete Streets	4-East	OBAG	STP	Bike/Ped	CON	832	832						832
00459	Pleasanton	Pleasanton Rides Additional Driver and Electric Transit Vehicle	4-East	2000 MB	Disc-PT	Paratransit	O&M	158			158				158
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Bike/Ped	O&M	65	65						65
00444	Pleasanton	Pleasanton Trip Reduction Program (FY 22/23 - 23/24)	4-East	TFCA	Prog Mgr	Bike/Ped	O&M	58		58					58

Alameda CTC Comprehensive Investment Plan
2024 CIP Update Five-Year Programming and Two-Year Allocation Plan
2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00169	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	4-East	TFCA	Prog Mgr	Transit	O&M	53	53						53
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	4-East	2014 MBB	TEP-26	HWY	CON	5,200	5,200						5,200
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	2000 MB	Disc-BP	Bike/Ped	CON	717	717						717
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	150	150						150
00399	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction	4-East	2014 MBB	TEP-44	Bike/Ped	CON	2,300		2,300					2,300
00399	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction	4-East	2014 MBB	TEP-45	Bike/Ped	CON	5,000		5,000					5,000
00399	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction	4-East	Fed	Earmark	Bike/Ped	CON	1,700		1,700					1,700
00151	Port of Oakland	Scoping: 7th Street Grade Separation East	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00144	Port of Oakland	Scoping: Airport Drive Overlay	1-North	2014 MBB	TEP-26	Multiple	Planning / Scoping	42	42						42
00150	Port of Oakland	Scoping: Airport Perimeter Dike	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	30	30						30
00147	Port of Oakland	Scoping: Middle Harbor Road Improvements	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00149	Port of Oakland	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50						50
00146	Port of Oakland	Scoping: Port Area ITS Deployment	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00148	Port of Oakland	Scoping: Port Terminal Lighting Upgrade	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00145	Port of Oakland	Scoping: Port Terminal Seismic Monitoring Program	1-North	2014 MBB	TEP-26	Freight	Planning / Scoping	7	7						7
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	2000 MB	Disc-TCD	Bike/Ped	CON	1,387	1,387						1,387
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	92	92						92
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	2014 MBB	TEP-26	LSR	CON								
00438	San Leandro	Fairway Drive Traffic Calming	2-Central	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	58		58					58
00439	San Leandro	Hesperian Boulevard Bike Lane Gap Closure	2-Central	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	225		225					225
00356	San Leandro	Lewelling Blvd Pedestrian Safety Rapid Flashing Beacons Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	30	30						30
00434	San Leandro	Lewelling Boulevard Streetscape	2-Central	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	234		234					234
00434	San Leandro	Lewelling Boulevard Streetscape	2-Central	2014 MBB	TEP-44	Bike/Ped	CON	1,973			1,973				1,973

Alameda CTC Comprehensive Investment Plan
2024 CIP Update Five-Year Programming and Two-Year Allocation Plan
2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	130	130						130
00190	San Leandro	LINKS Shuttle Operations	2-Central	2014 MBB	TEP-45	Transit	O&M	1,020	1,020						1,020
00190	San Leandro	LINKS Shuttle Operations	2-Central	2010 VRF	Disc-Transit	Transit	O&M	1,007	149	154	183	190	164	167	486
00190	San Leandro	LINKS Shuttle Operations (FY 24/25 & FY 25/26)	2-Central	TFCA	Prog Mgr	Transit	O&M	67			34	33			34
00190	San Leandro	LINKS Shuttle Operations (FY20/21 & 21/22)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128
00190	San Leandro	LINKS Shuttle Operations (FY22/23 & FY 23/24)	2-Central	TFCA	Prog Mgr	Transit	O&M	114	57	57					114
00405	San Leandro	MacArthur Boulevard Park & Ride	2-Central	2010 VRF	Disc-Transit	Transit	CON								
00405	San Leandro	MacArthur Boulevard Park & Ride	2-Central	TFCA	Prog Mgr	Transit	CON								
00096	San Leandro	San Leandro Boulevard Preservation	2-Central	OBAG	STP	LSR	CON	804	804						804
00170	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	2-Central	TFCA	Prog Mgr	Transit	O&M	50	50						50
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	2014 MBB	TEP-26	LSR	CON	30,000	30,000						30,000
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	OBAG	LSR	LSR	PE/Env	73	73						73
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	OBAG	LSR	LSR	CON	975	975						975
00030	SHS	Rides for Seniors	2-Central	2000 MB	Disc-PT	Paratransit	O&M	235	235						235
00051	SJRRC	ACE Capital	3-South	2000 MB	01	Transit	Various	13,184	13,184						13,184
00382	SJRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	235	235						235
00382	SJRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	CON	1,765	1,765						1,765
00456	SOS	SOS Meals on Wheels	Multiple	2000 MB	Disc-PT	Paratransit	O&M	471			471				471
00031	SSPTV	Volunteer Assisted Senior Transportation Program	4-East	2000 MB	Disc-PT	Paratransit	O&M	325	325						325
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	O&M	210	210						210
00297	SSPTV	Volunteers Assisting Seniors with Transportation (VAST)	4-East	2000 MB	Disc-PT	Paratransit	O&M	701	583	118					701
00267	Union City	Bicycle and Pedestrian Master Plan Update	3-South	2000 MB	Disc-BP	Bike/Ped	Planning / Scoping	150	150						150
00266	Union City	Dyer Road Pavement Rehabilitation	3-South	OBAG	LSR	LSR	CON	872	872						872

Alameda CTC Comprehensive Investment Plan
2024 CIP Update Five-Year Programming and Two-Year Allocation Plan
2024 CIP Update Programming and Allocations

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	Total Allocated (Thru FY24-25)
00333	Union City	East-West Connector / Quarry Lakes Parkway	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	6,700	6,700						6,700
00010	Union City	Operations Support for Route 2	3-South	Lifeline	STA	Transit	O&M	220	220						220
00371	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	10	10						10
00372	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	CON	71	71						71
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	PE/Env	5	5						5
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	780	780						780
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	CON	5,779	5,779						5,779
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	CMA-TIP	Other	Bike/Ped	CON	1,100	1,100						1,100
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	TFCA	Prog Mgr	Bike/Ped	CON	136	136						136
00191	Union City	Union City Boulevard Bike Lanes Phase 3	3-South	2014 MBB	TEP-42	Bike/Ped	CON	1,751		1,751					1,751
00191	Union City	Union City Boulevard Bike Lanes Phase 3	3-South	TFCA	Prog Mgr	Bike/Ped	CON	49		49					49
00390	Union City	Union City Electric Bus Infrastructure	3-South	TFCA	Prog Mgr	Transit	CON	1,500	1,500						1,500
00317	Union City	Union City IDEA Grant Traffic Signal Control Improvement	3-South	TFCA	Prog Mgr	Transit	CON	221	221						221
00062	Union City	Union City Intermodal Station	3-South	2014 MBB	TEP-22	Transit	Planning / Scoping	51	51						51
00294	USOAC	Senior Public Transportation Training and Education Program	1-North	2000 MB	Disc-PT	Paratransit	O&M	419	307	112					419
00294	USOAC	Senior Public Transportation Training and Education Program	1-North	2000 MB	MB-T2	Paratransit	O&M	755			755				755
00282	Various	Lifeline Cycle 5 Program	Multiple	Lifeline	Other	Transit	Various	4,789	4,789						4,789
00281	Various	State Transportation Improvement Program	Multiple	STIP	RIP	HWY	Various	48,813	48,813						48,813
								1,806,024	**1,398,892**	**229,807**	**162,867**	**4,923**	**664**	**8,677**	**1,791,566**

Total 2-year Allocations	**$ 392,674**
Total 5-year Programming	**$ 406,938**



ALAMEDA
County Transportation Commission

2026 Comprehensive Investment Plan

Appendix B

Technical Detail: Changes to Current Programming and Allocations



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Alameda CTC Comprehensive Investment Plan
Changes to Current Programming
Programming And Allocation Adjustments to previously approved 2024 CIP Update

								Programming and Allocations ($ x 1,000)								
									Prior Allocations	Two-Year Allocation Plan		Future Programming				
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)	Change Notes
00497	AC Transit	The East Oakland Facility Battery Electric Bus Infrastructure Project	Multiple	2010 VRF	Disc-Tech	Transit	CON	2,000		2,000					2,000	New Programming and Allocation (Discretionary).
00424	Alameda	Alameda-Oakland Estuary Water Shuttle Pilot Program	1-North	2010 VRF	Disc-Transit	Transit	Ops	185	9	176					185	Technical Adjustment: Fund source & programming year change
00424	Alameda	Alameda-Oakland Estuary Water Shuttle Pilot Program	1-North	TFCA	Prog Mgr	Transit	Ops	(185)	(384)	199					(185)	Technical Adjustment: Fund source & programming year change
00424	Alameda	Alameda-Oakland Water Shuttle Operations (FY2027 & FY2028)	1-North	2010 VRF	Disc-Transit	Transit	Ops	534			267	267			267	New Programming and Allocation (Discretionary).
00424	Alameda	Alameda-Oakland Water Shuttle Operations (FY2027 & FY2028)	1-North	TFCA	FYE26	Transit	Ops	196			98	98			98	New Programming and Allocation (Discretionary).
00482	Alameda	Neighborhood Greenway Crossings: Safety & Connectivity Improvements	1-North	2014 MBB	TEP-45	Bike/Ped	PS&E	166		166					166	New Programming and Allocation (Discretionary).
00482	Alameda	Neighborhood Greenway Crossings: Safety & Connectivity Improvements	1-North	2014 MBB	TEP-45	Bike/Ped	CON	371		371					371	New Programming and Allocation (Discretionary).
00482	Alameda	Neighborhood Greenway Crossings: Safety & Connectivity Improvements	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	1,463		1,463					1,463	New Programming and Allocation (Discretionary).
00484	Alameda	Willie Stargell Ave Safety and Transit Improvements	1-North	2010 VRF	Disc-Transit	Bike/Ped	Env	200		200					200	New Programming and Allocation (Discretionary).
00484	Alameda	Willie Stargell Ave Safety and Transit Improvements	1-North	2010 VRF	Disc-Transit	Bike/Ped	PS&E	600		600					600	New Programming and Allocation (Discretionary).
00496	Alameda	Doolittle Drive/State Route 61 & Bay Farm Island FEMA BRIC Match	1-North	2014 MBB	TEP-42	Bike/Ped	CON	937					937			New Programming and Allocation (Discretionary).
00335	Alameda	West End Bike Ped Bridge Project	1-North	2014 MBB	TEP-37	Bike/Ped	Planning / Scoping	(108)	(108)						(108)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds.
00467	Alameda County	Bicycle and Pedestrian Improvements on Norbridge Avenue to Castro Valley BART Station	4-East	TFCA	FYE25	Bike/Ped	CON	87	87						87	Previously Approved Programming/Allocation on 10/24/24.
00492	Alameda County	Sustainable Mobility Improvements on Heyer Avenue	2-Central	2014 MBB	TEP-44	Bike/Ped	CON	2,000		2,000					2,000	New Programming and Allocation (Discretionary).
00053	Alameda CTC	Affordable Student Transit Pass Programs	Multiple	2014 MBB	TEP-08	Transit	Ops	(4,740)	(4,740)						(4,740)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds.
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	1986 MB	MB226	LSR	CON	(800)	(800)						(800)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds.
00132	Alameda CTC	San Pablo Ave Safety Enhancements	1-North	2014 MBB	TEP-26	LSR	PE/Env	525		525					525	New Programming and Allocation.
00132	Alameda CTC	San Pablo Ave Safety Enhancements	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,100		1,100					1,100	New Programming and Allocation.
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	Ops	(316)	(316)						(316)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds.
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	Ops	210	210						210	Technical Adjustment: Programming/Allocation approved on 12/7/23, prior to the 2024 CIP Update approval.
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	FYE26	Transit	Ops	419			419				419	New Programming and Allocation.
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	2014 MBB	TEP-46	Multiple	Planning / Scoping	(114)	(114)						(114)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	PE/Env	(258)	(258)						(258)	Technical Adjustment: Phase allocation shift.
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	Final Design (PS&E)	258	258						258	Technical Adjustment: Phase allocation shift.
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	ROW	(4,879)	(4,879)						(4,879)	Technical Adjustment: Phase allocation shift.
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	CON	4,879	4,879						4,879	Technical Adjustment: Phase allocation shift.
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-40	HWY	CON	22,500	22,500						22,500	Previously Approved Programming/Allocation on 9/26/24.
00287	Alameda CTC	Oakland Alameda Access Project	1-North	TFCA	FYE25	Bike/Ped	CON	311	311						311	Previously Approved Programming/Allocation on 10/24/24.
00288	Alameda CTC	Rail Safety Enhancement Program - Phase A	Multiple	2014 MBB	TEP-23	Freight	Final Design (PS&E)	3,830		3,830					3,830	New Programming and Allocation.
00477	Alameda CTC	I-580/I-680 Interchange Safety Improvements Project	4-East	2014 MBB	TEP-33	HWY	Planning / Scoping	1,100	1,100						1,100	Previously Approved Programming/Allocation on 12/5/24.
00479	Alameda CTC	East Bay Greenway Multimodal (EBGWMM) Phase 1, North Segment (Lake Merritt to Bayfair) Project	1-North	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,400	3,400						3,400	Previously Approved Programming/Allocation on 12/5/24.
00483	Albany	Cleveland Avenue Bikeway Project	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	515			515				515	New Programming and Allocation (Discretionary).
00300	ASEB	Regrowth of Transportation Services for Individuals with Dementia	1-North	2000 MB	Disc-PT	Paratransit	Ops	(87)	(87)						(87)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds.
00454	ASEB	ASEB Revitalization of Transportation Program after Pandemic	1-North	2000 MB	Disc-PT	Paratransit	Ops	(542)	(542)						(542)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds.

Alameda CTC Comprehensive Investment Plan
Changes to Current Programming
Programming And Allocation Adjustments to previously approved 2024 CIP Update

								Programming and Allocations ($ x 1,000)								
									Prior Allocations	Two-Year Allocation Plan		Future Programming				
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)	Change Notes
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	(500)	(500)						(500)	Technical adjustment: Deprogramming - redirected by sponsor to Core Capacity Program (CIPID 00450).
00341	BART	Vehicle Overhaul and Heavy Repairs Shop (VOHRS)	2-Central	2014 MBB	TEP-18	Transit	Final Design (PS&E)	(5,000)	(5,000)						(5,000)	Technical Adjustment: Deallocation - project rescinded by sponsor.
00419	BART	West Oakland BART TOD & Station Modernization	1-North	2014 MBB	TEP-45	Transit	CON	(117)	(117)						(117)	Technical Adjustment: Fund source change.
00419	BART	West Oakland BART TOD & Station Modernization	1-North	TFCA	Prog Mgr	Bike/Ped	CON	117	117						117	Technical Adjustment: Fund source change.
00498	BART	North Berkeley TOD Access Road	1-North	2010 VRF	Disc-Transit	Transit	CON	2,000			2,000				2,000	New Programming and Allocation (Discretionary).
00392	Berkeley	Telegraph Multimodal Corridor Project - PS&E	1-North	2014 MBB	TEP-44	Bike/Ped	PS&E	505		505					505	New Programming and Allocation (Discretionary).
00392	Berkeley	Telegraph Multimodal Corridor Project - PS&E	1-North	2010 VRF	Disc-Transit	Bike/Ped	PS&E	506		506					506	New Programming and Allocation (Discretionary).
00410	Berkeley	Adeline Street Transportation Improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	(495)	(495)						(495)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds.
00422	Berkeley	Water Transportation / Ferry Project	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	1,044	1,044						1,044	Technical Adjustment: Phase allocation shift.
00422	Berkeley	Water Transportation / Ferry Project	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	(1,044)	(1,044)						(1,044)	Technical Adjustment: Phase allocation shift.
00440	Berkeley	Adeline Street Transportation Improvements Project - PS&E	1-North	2010 VRF	Disc-Transit	Bike/Ped	PS&E	949			949				949	New Programming and Allocation (Discretionary).
00440	Berkeley	Adeline Street Transportation Improvements Project - PS&E	1-North	2014 MBB	TEP-45	Bike/Ped	PS&E	598			598				598	New Programming and Allocation (Discretionary).
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2014 MBB	TEP-12	Paratransit	Ops	(46)	(46)						(46)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds.
00293	CIL	Community Connections Program (CoCo)	1-North	2000 MB	Disc-PT	Paratransit	Ops	(1)	(1)						(1)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds.
00315	Dublin	Tassajara Road Arterial Management Project	4-East	TFCA	Prog Mgr	Transit	CON	(66)	(66)						(66)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds.
00485	Dublin	San Ramon Road and Amador Valley Boulevard Intersection Improvements Project	4-East	2014 MBB	TEP-44	Bike/Ped	CON	1,053		1,053					1,053	New Programming and Allocation (Discretionary).
00485	Dublin	San Ramon Road and Amador Valley Boulevard Intersection Improvements Project	4-East	2010 VRF	Disc-Tech	Bike/Ped	CON	803		803					803	New Programming and Allocation (Discretionary).
00490	Dublin	Village Parkway and Amador Valley Boulevard Intersection Improvements Project	4-East	2014 MBB	TEP-44	Bike/Ped	CON	1,215				1,215				New Programming and Allocation (Discretionary).
00490	Dublin	Village Parkway and Amador Valley Boulevard Intersection Improvements Project	4-East	2010 VRF	Disc-Tech	Bike/Ped	CON	285				285				New Programming and Allocation (Discretionary).
00500	Dublin	Fiber Optic Cable Installation on Dublin Boulevard Project	4-East	2010 VRF	Disc-Tech	Technology	CON	1,854		1,854					1,854	New Programming and Allocation (Discretionary).
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	1-North	2014 MBB	TEP-42	Bike/Ped	CON	(464)	(464)						(464)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds.
00435	EBRPD	Oakland Bay Trail Extension	1-North	2014 MBB	TEP-42	Bike/Ped	CON	(925)	(925)						(925)	Technical Adjustment: Programming year change.
00435	EBRPD	Oakland Bay Trail Extension	1-North	2014 MBB	TEP-42	Bike/Ped	CON	925		925					925	Technical Adjustment: Programming year change.
00435	EBRPD	Oakland Bay Trail Extension	1-North	TFCA	Prog Mgr	Bike/Ped	CON	(175)	(175)						(175)	Technical Adjustment: Programming year change
00435	EBRPD	Oakland Bay Trail Extension	1-North	TFCA	FYE26	Bike/Ped	CON	175		175					175	Technical Adjustment: Programming year change
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	1-North	2014 MBB	TEP-12	Paratransit	Ops	(8)	(8)						(8)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds.
00271	Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	1-North	2014 MBB	TEP-12	Paratransit	Ops	18	18						18	Technical adjustment: Correction to erroneous deprogramming
00423	Emeryville	Emery Go-Round Operating Expenses (FY26-FY27 and FY27-28)	1-North	2010 VRF	Disc-Transit	Transit	Ops	(749)			(375)	(374)			(375)	Technical Adjustment: Fund source change.
00423	Emeryville	Emery Go-Round Operating Expenses (FY26-FY27 and FY27-28)	1-North	TFCA	FYE26	Transit	Ops	749			375	374			375	Technical Adjustment: Fund source change.
00423	Emeryville	Emery Go-Round Operating Expenses (FY2029 & FY2030)	1-North	2010 VRF	Disc-Transit	Transit	Ops	1,000					500	500		New Programming and Allocation (Discretionary).
00458	Emeryville	Micro Transit Expanded Transportation Program	1-North	2000 MB	Disc-PT	Paratransit	Ops	(146)	(146)						(146)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds.
00480	Emeryville	40th Street Multimodal Project Part 2	1-North	2014 MBB	TEP-42	Bike/Ped	CON	2,000		2,000					2,000	New Programming and Allocation (Discretionary).
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-45	Transit	CON	(396)	(396)						(396)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds.
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-21	Transit	CON	(4)	(4)						(4)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds.

Alameda CTC Comprehensive Investment Plan
Changes to Current Programming
Programming And Allocation Adjustments to previously approved 2024 CIP Update

								Programming and Allocations ($ x 1,000)								
									Prior Allocations	Two-Year Allocation Plan		Future Programming				
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)	Change Notes
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	3-South	TFCA	Prog Mgr	LSR	CON	(99)	(99)						(99)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds.
00305	Fremont	I-880 Interchange Modernization & Area Imprvts. (Mission Blvd, Washington, Auto Mall Pkwy, Auto Mall Pkwy / WarmSprings Intersection)	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	(2,077)	(2,077)						(2,077)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds.
00309	Fremont	I-880 Bridge at Pacific Commons Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	(1,822)	(1,822)						(1,822)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds.
00468	Fremont	Fremont Boulevard Elevated Bikeway	3-South	TFCA	FYE26	Bike/Ped	CON	369		369					369	Previously Approved Programming/Allocation on 10/24/24.
00468	Fremont	Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project	3-South	TFCA	FYE26	Bike/Ped	CON	3		3					3	New Programming and Allocation (Discretionary).
00468	Fremont	Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project	3-South	2014 MBB	TEP-45	Bike/Ped	CON	1,497		1,497					1,497	New Programming and Allocation (Discretionary).
00468	Fremont	Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project	3-South	2010 VRF	Disc-Tech	Bike/Ped	CON	500		500					500	New Programming and Allocation (Discretionary).
00492	Fremont	Warm Springs Boulevard/S Grimmer Boulevard Intersection Improvement Project	3-South	2014 MBB	TEP-44	Bike/Ped	CON	228		228					228	New Programming and Allocation (Discretionary).
00492	Fremont	Warm Springs Boulevard/S Grimmer Boulevard Intersection Improvement Project	3-South	2014 MBB	TEP-45	Bike/Ped	CON	1,772		1,772					1,772	New Programming and Allocation (Discretionary).
00493	Fremont	Centerville Rail Crossing Safety Enhancement Project	3-South	2014 MBB	TEP-44	Bike/Ped	Env	20		20					20	New Programming and Allocation (Discretionary).
00493	Fremont	Centerville Rail Crossing Safety Enhancement Project	3-South	2014 MBB	TEP-44	Bike/Ped	PS&E	1,500		1,500					1,500	New Programming and Allocation (Discretionary).
00363	Hayward	Cesar Chavez Middle School – Safe Routes to School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	(14)	(14)						(14)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds.
00486	Hayward	Downtown Bike Loop	2-Central	2014 MBB	TEP-45	Bike/Ped	PS&E	75		75					75	New Programming and Allocation (Discretionary).
00486	Hayward	Downtown Bike Loop	2-Central	2014 MBB	TEP-45	Bike/Ped	CON	343			343				343	New Programming and Allocation (Discretionary).
00486	Hayward	Downtown Bike Loop	2-Central	TFCA	FYE26	Bike/Ped	CON	332			332				332	New Programming and Allocation (Discretionary).
00489	Hayward	D Street Traffic Calming Project	2-Central	2010 VRF	Disc-BP	Bike/Ped	PS&E	44		44					44	New Programming and Allocation (Discretionary).
00489	Hayward	D Street Traffic Calming Project	2-Central	2010 VRF	Disc-BP	Bike/Ped	CON	456			456				456	New Programming and Allocation (Discretionary).
00245	LAVTA	Wheels Forward/2020 Plan	4-East	2000 MB	Disc-Transit	Transit	Planning / Scoping	(139)	(139)						(139)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds
00298	LAVTA	Para-Taxi Debit Card	4-East	2000 MB	Disc-PT	Paratransit	Ops	(6)	(6)						(6)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds.
00299	LAVTA	Para-Taxi Operations	4-East	2000 MB	Disc-PT	Paratransit	Ops	(27)	(27)						(27)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds.
00463	LAVTA	Atlantis Facility Construction	4-East	2010 VRF	Disc-Transit	Transit	CON	2,000					2,000			New Programming and Allocation (Discretionary).
00474	LAVTA	Transit Signal Priority Upgrade and Expansion	4-East	TFCA	FYE25	Transit	CON	95	95						95	Previously Approved Programming/Allocation on 10/24/24.
00475	LAVTA	Route 30R Weekday Operations	4-East	TFCA	FYE25	Transit	CON	366	366						366	Previously Approved Programming/Allocation on 10/24/24.
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	(7)	(7)						(7)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds.
00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	(49)	(49)						(49)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds.
00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	(8)	(8)						(8)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds.
00495	Livermore	Stanley Boulevard at Isabel Avenue Connector Ramp Crossing Improvements Project	4-East	2014 MBB	TEP-44	Bike/Ped	CON	825		825					825	New Programming and Allocation (Discretionary).
00427	MTC	West Oakland Link	1-North	TFCA	Prog Mgr	Bike/Ped	CON	(344)	(344)						(344)	Technical Adjustment: Proposed through 2026 CIP.
00427	MTC	West Oakland Link	1-North	TFCA	FYE26	Bike/Ped	CON	344		344					344	Previously Approved Programming/Allocation on 10/24/24.
00427	MTC	West Oakland Link	1-North	TFCA	FYE26	Bike/Ped	CON	(37)		(37)					(37)	Technical Adjustment: Proposed through 2026 CIP.
00427	MTC	West Oakland Link	1-North	2014 MBB	TEP-42	Bike/Ped	CON	7,500		7,500					7,500	New Programming and Allocation (Discretionary).
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	(27)	(27)						(27)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds.
00328	MTC / Alameda CTC	Bay Bridge Bicycle/Pedestrain LINK	1-North	2000 MB	Disc-BP	Transit	Final Design (PS&E)	(3,000)	(3,000)						(3,000)	Technical Adjustment: Phase allocation shift.
00328	MTC / Alameda CTC	Bay Bridge Bicycle/Pedestrain LINK	1-North	2000 MB	Disc-BP	Bike/Ped	CON	3,000			3,000				3,000	Technical Adjustment: Phase allocation shift.
00426	Newark	Old Town PDA Road Diet and Complete Street Improvement Project	3-South	TFCA	Prog Mgr	Bike/Ped	CON	(69)	(69)						(69)	Technical Adjustment: Programming year change and amount correction.

Alameda CTC Comprehensive Investment Plan
Changes to Current Programming
Programming And Allocation Adjustments to previously approved 2024 CIP Update

								Programming and Allocations ($ x 1,000)								
									Prior Allocations	Two-Year Allocation Plan		Future Programming				
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)	Change Notes
00426	Newark	Old Town PDA Road Diet and Complete Street Improvement Project	3-South	TFCA	FYE26	Bike/Ped	CON	68		68					68	Technical Adjustment: Programming year change and amount correction.
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	PE/Env	(16)	(16)						(16)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	Final Design (PS&E)	(825)	(825)						(825)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds
00469	Oakland	Calm East Oakland Streets	1-North	TFCA	FYE25	Bike/Ped	CON	497	497						497	Previously Approved Programming/Allocation on 10/24/24.
00470	Oakland	Battery Electric Street Sweeper	1-North	TFCA	FYE25	Bike/Ped	CON	104	104						104	Previously Approved Programming/Allocation on 10/24/24.
00471	Oakland	Laurel Access to Mills, Maxwell Park, and Seminary (LAMMPS) Phase II and III	1-North	TFCA	FYE25	Bike/Ped	CON	175	175						175	Previously Approved Programming/Allocation on 10/24/24.
00472	Oakland	Martin Luther King Jr. Way Complete Streets	1-North	TFCA	FYE26	Bike/Ped	CON	187		187					187	Previously Approved Programming/Allocation on 10/24/24.
00472	Oakland	Martin Luther King Jr. Way Complete Streets	1-North	TFCA	FYE26	Bike/Ped	CON	40		40					40	New Programming and Allocation (Discretionary).
00472	Oakland	Martin Luther King Jr. Way Complete Streets	1-North	2000 MB	Disc-Transit	Bike/Ped	CON	1,000		1,000					1,000	New Programming and Allocation (Discretionary).
00472	Oakland	Martin Luther King Jr. Way Complete Streets	1-North	2014 MBB	TEP-45	Bike/Ped	CON	960		960					960	New Programming and Allocation (Discretionary).
00487	Oakland	Chinatown 9th Street Complete Streets Project	1-North	2014 MBB	TEP-45	Bike/Ped	PS&E	2,000		2,000					2,000	New Programming and Allocation (Discretionary).
00499	Oakland	Speed Camera Implementation	1-North	2010 VRF	Disc-Tech	Technology	CON	2,000		2,000					2,000	New Programming and Allocation (Discretionary).
00370	Piedmont	Oakland Avenue Pedestrian Enhancement Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	(5)	(5)						(5)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds.
00491	Piedmont	Moraga Avenue Pedestrian Safety Project	1-North	2010 VRF	Disc-Tech	Bike/Ped	PS&E	97		97					97	New Programming and Allocation (Discretionary).
00491	Piedmont	Moraga Avenue Pedestrian Safety Project	1-North	2014 MBB	TEP-44	Bike/Ped	CON	651			651				651	New Programming and Allocation (Discretionary).
00473	Pleasanton	Pleasanton Trip Reduction Program	4-East	TFCA	FYE25	Transit	CON	85	85						85	Previously Approved Programming/Allocation on 10/24/24.
00488	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction Project (Iron Horse Trail to Santa Rita Road)	4-East	2010 VRF	Disc-BP	Bike/Ped	PS&E	750		750					750	New Programming and Allocation (Discretionary).
00494	Pleasanton	I-580 Overcrossing Bicycle and Pedestrian Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	PS&E	350		350					350	New Programming and Allocation (Discretionary).
00494	Pleasanton	I-580 Overcrossing Bicycle and Pedestrian Improvements	4-East	2014 MBB	TEP-45	Bike/Ped	PS&E	175		175					175	New Programming and Allocation (Discretionary).
00478	Port of Oakland	Next Generation Fuel Cell Electric Top Loader and Wet-Hose Mobile Refueler Project	1-North	2014 MBB	TEP-46	Freight	CON	2,000	2,000						2,000	Previously Approved Programming/Allocation on 12/5/24.
00190	San Leandro	LINKS Shuttle Operations	2-Central	2010 VRF	Disc-Transit	Transit	Ops	(76)	(30)		(23)	(23)			(53)	Technical Adjustments: Deallocation of balance from prior allocation and fund source change for future years.
00190	San Leandro	LINKS Shuttle Operations (FY2029 & FY2030)	2-Central	2010 VRF	Disc-Transit	Transit	Ops	386					188	198		New Programming and Allocation (Discretionary).
00190	San Leandro	LINKS Shuttle Operations (FY2027 & FY2028)	2-Central	TFCA	FYE26	Transit	Ops	46			23	23			23	Technical Adjustment: Fund source change.
00481	San Leandro	Bancroft Avenue and Williams Street Bicycle Corridor Project	2-Central	2014 MBB	TEP-45	Bike/Ped	PS&E	2,000		2,000					2,000	New Programming and Allocation (Discretionary).
00466	SJRRC	Union City Intermodal Station Phase 3 Project	4-East	2014 MBB	TEP-22	Transit	PE/Env	3,000	3,000						3,000	Technical Adjustment: Programming/Allocation approved on 2/22/24, prior to the 2024 CIP Update approval.
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	TFCA	Prog Mgr	Bike/Ped	CON	(136)	(136)						(136)	Technical Adjustment: Programming year change.
00191	Union City	Union City Boulevard Bike Lanes Phase 3	3-South	TFCA	Prog Mgr	Bike/Ped	CON	136	136						136	Technical Adjustment: Programming year change.
00333	Union City	Quarry Lakes Parkway	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	3,995		3,995					3,995	New Programming and Allocation.
00390	Union City	Union City Electric Bus Infrastructure	3-South	TFCA	Prog Mgr	Transit	CON	(1,500)	(1,500)						(1,500)	Technical Adjustment: Proposed through 2026 CIP.
00476	Union City	Union City Transit Electric Bus & Infrastructure	3-South	TFCA	FYE26	Transit	CON	467		467					467	Previously Approved Programming/Allocation on 10/24/24.
00476	Union City	Union City Transit Electric Bus & Infrastructure	3-South	TFCA	FYE26	Transit	CON	16		16					16	New Programming and Allocation (Discretionary).
00476	Union City	Union City Transit Battery Electric Bus Charging Infrastructure	3-South	2010 VRF	Disc-Tech	Transit	CON	1,017		1,017					1,017	New Programming and Allocation (Discretionary).
00294	USOAC	Senior Public Transportation Training and Education Program	1-North	2000 MB	Disc-PT	Paratransit	Ops	(19)	(19)						(19)	Technical Adjustment: Deallocation of balance. Scope complete/unused funds.
								74,586	**8,557**	**50,213**	**9,628**	**1,865**	**3,625**	**698**	**68,398**	

Sorted by Sponsor > CIP ID



ALAMEDA
County Transportation Commission

2026 Comprehensive Investment Plan

Appendix C

Technical Detail: 2024 CIP Update Five-Year Programming with Two-Year Allocation Plan



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Alameda CTC Comprehensive Investment Plan
2026 CIP Five-Year Programming and Two-Year Allocation Plan
2026 CIP Programming and Allocations

								Programming and Allocations ($ x 1,000)						
									Prior Allocations	Two-Year Allocation Plan		Future Programming		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	Ops	3,583	3,583						3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	JARC	Transit	Ops	1,417	1,417						1,417
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	2-Central	Lifeline	STA	Transit	CON	450	450						450
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	Ops	1,741	1,741						1,741
00009	AC Transit	City of Oakland Broadway Shuttle	1-North	Lifeline	JARC	Transit	Ops	405	405						405
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	TFCA	Prog Mgr	Transit	CON	925	925						925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	2000 MB	07A	Transit	Various	11,510	11,510						11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	2014 MBB	TEP-13	Transit	CON	10,000	10,000						10,000
00056	AC Transit	Grand/MacArthur BRT	1-North	2014 MBB	TEP-15	Transit	Planning / Scoping	97	97						97
00057	AC Transit	College/Broadway Corridor Transit Priority	1-North	2014 MBB	TEP-16	Transit	Planning / Scoping	100	100						100
00171	AC Transit	Line 97 Corridor Improvements (Signal timing component)	2-Central	TFCA	Prog Mgr	Transit	Various	228	228						228
00193	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	1-North	2010 VRF	Disc-Transit	Transit	Various	300	300						300
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	447	447						447
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	PE/Env	536	536						536
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2010 VRF	Disc-Transit	Transit	CON	4,018	4,018						4,018
00379	AC Transit	Quick Builds	1-North	OBAG	STP/CMAQ	Transit	CON	954	954						954
00380	AC Transit	Tempo Quick Build Transit Lane Delineation	1-North	OBAG	STP/CMAQ	Transit	CON	300	300						300
00381	AC Transit	Oakland Traffic Management Center	1-North	2000 MB	Disc-Transit	Transit	CON	375	375						375
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75	75						75
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	283	283						283
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	221	221						221
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	CON	1,144	1,144						1,144
00421	AC Transit	Fruitvale Corridor	1-North	OBAG	STP/CMAQ	Transit	CON	2,000	2,000						2,000
00446	AC Transit	High-Priority Bus Stop Improvements Project	Multiple	2010 VRF	Disc-Transit	Transit	CON	1,800	1,800						1,800
00452	AC Transit	The East Bay Paratransit Travel Training Program	Multiple	2000 MB	MB-T2	Paratransit	Ops	673	673						673
00452	AC Transit	The East Bay Paratransit Travel Training Program	Multiple	2000 MB	Disc-PT	Paratransit	Ops	59	59						59
00460	AC Transit	Purchase of 10 Zero-emission Buses	Multiple	STIP	RIP	Transit	CON	13,125	13,125						13,125
00497	AC Transit	The East Oakland Facility Battery Electric Bus Infrastructure Project	Multiple	2010 VRF	Disc-Tech	Transit	CON	2,000		2,000					2,000
00087	Alameda	Alameda City Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	505	505						505

Alameda CTC Comprehensive Investment Plan
2026 CIP Five-Year Programming and Two-Year Allocation Plan
2026 CIP Programming and Allocations

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Planning / Scoping	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	PE/Env	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Final Design (PS&E)	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	CON	7,650				7,650			
00196	Alameda	Central Avenue Complete Street	1-North	OBAG	STP/CMAQ	LSR	CON	3,487	3,487						3,487
00197	Alameda	City Wide Street Resurfacing - Pavement Management	1-North	OBAG	LSR	LSR	CON	827	827						827
00198	Alameda	Clement Avenue Complete Street	1-North	OBAG	STP/CMAQ	LSR	PE/Env	124	124						124
00198	Alameda	Clement Avenue Complete Street	1-North	OBAG	STP/CMAQ	LSR	Final Design (PS&E)	443	443						443
00198	Alameda	Clement Avenue Complete Street	1-North	OBAG	STP/CMAQ	LSR	CON	4,451	4,451						4,451
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	PE/Env	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	434	434						434
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	ROW	1,097	1,097						1,097
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	CON	6,376	6,376						6,376
00200	Alameda	Seaplane Lagoon Ferry Terminal	1-North	2014 MBB	TEP-45	Transit	CON	8,200	8,200						8,200
00314	Alameda	Otis Drive Traffic Calming and Safety Improvement Project	1-North	TFCA	Prog Mgr	Transit	CON	175	175						175
00335	Alameda	West End Bike Ped Bridge Project	1-North	2014 MBB	TEP-37	Bike/Ped	Planning / Scoping	1,447	1,447						1,447
00345	Alameda	Alameda Commercial and Slow Streets Program	1-North	2000 MB	Disc-BP	Bike/Ped	CON	30	30						30
00358	Alameda	Implement 8 School Safety Assessments in Alameda	1-North	2000 MB	Disc-BP	Bike/Ped	CON	84	84						84
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	2000 MB	Disc-BP	Bike/Ped	CON	192	192						192
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00418	Alameda	Citywide High-priority Roundabouts	1-North	OBAG	STP/CMAQ	Bike/Ped	CON	2,325	2,325						2,325
00424	Alameda	Alameda-Oakland Estuary Water Shuttle Pilot Program	1-North	2010 VRF	Disc-Transit	Transit	Ops	601	425	176					601
00424	Alameda	Alameda-Oakland Estuary Water Shuttle Pilot Program	1-North	TFCA	Prog Mgr	Transit	Ops	399	200	199					399
00424	Alameda	Alameda-Oakland Water Shuttle Operations (FY2027 & FY2028)	1-North	2010 VRF	Disc-Transit	Transit	Ops	534			267	267			267
00424	Alameda	Alameda-Oakland Water Shuttle Operations (FY2027 & FY2028)	1-North	TFCA	FYE26	Transit	Ops	196			98	98			98
00437	Alameda	Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Improvement Project	1-North	2014 MBB	TEP-44	Bike/Ped	PE/Env	162	162						162
00437	Alameda	Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Improvement Project	1-North	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	405	405						405
00482	Alameda	Neighborhood Greenway Crossings: Safety & Connectivity Improvements	1-North	2014 MBB	TEP-45	Bike/Ped	PS&E	166		166					166

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								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00482	Alameda	Neighborhood Greenway Crossings: Safety & Connectivity Improvements	1-North	2014 MBB	TEP-45	Bike/Ped	CON	371		371					371
00482	Alameda	Neighborhood Greenway Crossings: Safety & Connectivity Improvements	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	1,463		1,463					1,463
00484	Alameda	Willie Stargell Ave Safety and Transit Improvements	1-North	2010 VRF	Disc-Transit	Bike/Ped	Env	200		200					200
00484	Alameda	Willie Stargell Ave Safety and Transit Improvements	1-North	2010 VRF	Disc-Transit	Bike/Ped	PS&E	600		600					600
00496	Alameda	Doolittle Drive/State Route 61 & Bay Farm Island FEMA BRIC Match	1-North	2014 MBB	TEP-42	Bike/Ped	CON	937					937		
00088	Alameda County	Alameda Co-Various Streets and Roads Preservation	4-East	OBAG	STP	LSR	CON	1,565	1,565						1,565
00127	Alameda County	Hesperian Blvd Corridor Improvement (A St - I880)	2-Central	2014 MBB	TEP-26	LSR	CON	7,000	7,000						7,000
00162	Alameda County	East Castro Valley Boulevard Class II Bike Lanes	4-East	TFCA	Prog Mgr	Bike/Ped	Various	62	62						62
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2-Central	2000 MB	Disc-TCD	Transit	Planning / Scoping	87	87						87
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	2014 MBB	TEP-26	LSR	CON	7,194	7,194						7,194
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	245	245						245
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	2-Central	OBAG	STP/CMAQ	LSR	CON	9,300	9,300						9,300
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	OBAG	LSR	LSR	CON	2,171	2,171						2,171
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	OBAG	LSR	LSR	CON	1,779	1,779						1,779
00319	Alameda County	Hesperian Blvd Class 2 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00329	Alameda County	East Lewelling Blvd Class 4 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00344	Alameda County	Unincorporated Alameda County Bicycle Route Signage	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	11	11						11
00357	Alameda County	Sidewalk & Intersection Improvements to access Royal Sunset High School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	136	136						136
00377	Alameda County	Anita Avenue Streetscape Improvements	2-Central	OBAG	STP/CMAQ	Bike/Ped	CON	2,000	2,000						2,000
00396	Alameda County	East Lewelling Blvd Streetscape Improvements Phase II	2-Central	2010 VRF	Disc-BP	Bike/Ped	CON	1,950	1,950						1,950
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	1,852	1,852						1,852
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	98	98						98
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	OBAG	STP/CMAQ	Bike/Ped	CON	4,950	4,950						4,950
00429	Alameda County	Upper San Lorenzo Creekway	2-Central	OBAG	STP/CMAQ	Bike/Ped	CON	9,621	9,621						9,621
00465	Alameda County	East Bay Greenway Multimodal (Phase 1): Bayfair to 162nd Ave (County Segment)	2-Central	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,500	1,500						1,500
00467	Alameda County	Bicycle and Pedestrian Improvements on Norbridge Avenue to Castro Valley BART Station	4-East	TFCA	FYE25	Bike/Ped	CON	87	87						87
00492	Alameda County	Sustainable Mobility Improvements on Heyer Avenue	2-Central	2014 MBB	TEP-44	Bike/Ped	CON	2,000		2,000					2,000
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	2010 VRF	Disc-Transit	Transit	CON	7,000	7,000						7,000
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	2000 MB	Disc-BP	Bike/Ped	Ops	8	8						8

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									Prior Allocations	Two-Year Allocation Plan		Future Programming		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	2000 MB	Disc-PT	Paratransit	Ops	109	109						109
00053	Alameda CTC	Affordable Student Transit Pass Programs	Multiple	2014 MBB	TEP-08	Transit	Ops	10,260	10,260						10,260
00054	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	Multiple	2014 MBB	TEP-12	Paratransit	Planning / Scoping	1	1						1
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	PE/Env	4,182	4,182						4,182
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	Final Design (PS&E)	7,200	7,200						7,200
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	Final Design (PS&E)	841	841						841
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	ROW	353	353						353
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	ROW	4,201	4,201						4,201
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	ROW	15	15						15
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	CON	3,484	3,484						3,484
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	CON	10,231	10,231						10,231
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	CON	265	265						265
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	CCR	HWY	CON	3,581	3,581						3,581
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	TFCA	Prog Mgr	HWY	CON	364	364						364
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Planning / Scoping	12	12						12
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	PE/Env	5,838	5,838						5,838
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Final Design (PS&E)	13,219	13,219						13,219
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	STIP	RIP	HWY	CON	50	50						50
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	PE/Env	1,731	1,731						1,731
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	Final Design (PS&E)	10,724	10,724						10,724
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	ROW	30,688	30,688						30,688
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	CON	78,857	78,857						78,857
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	ROW	546	546						546
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	CON	854	854						854
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	SB-1	LPP	HWY	CON	8,600	8,600						8,600
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	Planning / Scoping	1	1						1
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	Final Design (PS&E)	2,792	2,792						2,792
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	ROW	1,229	1,229						1,229
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	CON	1,767	1,767						1,767

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	Planning / Scoping	100	100						100
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	PE/Env	275	275						275
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	Final Design (PS&E)	10,425	10,425						10,425
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-39	HWY	Final Design (PS&E)	5,125	5,125						5,125
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	STIP	RIP	HWY	CON	50	50						50
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	3-South	2014 MBB	TEP-39	HWY	Planning / Scoping	825	825						825
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	3-South	2014 MBB	TEP-39	HWY	PE/Env	4,750	4,750						4,750
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	1,215	1,215						1,215
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	PE/Env	8,136	8,136						8,136
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	13,264	13,264						13,264
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	ROW	1,479	1,479						1,479
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	535	535						535
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	1986 MB	MB226	LSR	CON	18,550	18,550						18,550
00117	Alameda CTC	I-680 Sunol SB Express Lane	3-South	2000 MB	08A	HWY	Ops	4,500	4,500						4,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	3-South	2000 MB	08A	HWY	CON	20,000	20,000						20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2000 MB	08B	HWY	Final Design (PS&E)	4,500	4,500						4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2000 MB	08B	HWY	CON	100,000	100,000						100,000
00120	Alameda CTC	Alameda County Rail Strategy Study	Multiple	2014 MBB	TEP-27	Freight	Planning / Scoping	170	170						170
00120	Alameda CTC	Alameda County Rail Strategy Study (Rail Safety Enhancement Program)	Multiple	2014 MBB	TEP-27	Freight	PE/Env	80	80						80
00131	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	4-East	2014 MBB	TEP-26	HWY	Planning / Scoping	17	17						17
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	5,336	5,336						5,336
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	PE/Env	5,154	5,154						5,154
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	300	300						300
00132	Alameda CTC	San Pablo Ave Safety Enhancements	1-North	2014 MBB	TEP-26	LSR	PE/Env	525		525					525
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	7,960	7,960						7,960
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2000 MB	MB-T2	LSR	Final Design (PS&E)	750	750						750
00132	Alameda CTC	San Pablo Ave Safety Enhancements	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,100		1,100					1,100
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	ROW	2,000	2,000						2,000
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2000 MB	MB-T2	LSR	CON	2,586	2,586						2,586

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	OBAG	STP/CMAQ	LSR	CON	30,000	30,000						30,000
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	ROW	895	895						895
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	CON	7,105	7,105						7,105
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	Planning / Scoping	3,500	3,500						3,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	PE/Env	5,500	5,500						5,500
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Planning / Scoping	4	4						4
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	12,348	12,348						12,348
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	27,181	27,181						27,181
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	ROW	51,646	51,646						51,646
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	CON	41,441	41,441						41,441
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-23	Freight	CON	25,500	25,500						25,500
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-41	Freight	CON	2,000	2,000						2,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	CCR	Freight	CON	479	479						479
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	SB-1	LPP	Freight	CON	3,800	3,800						3,800
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	4,700	4,700						4,700
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	Multiple	2014 MBB	TEP-41	Freight	Various	300	300						300
00159	Alameda CTC	Matching Program for Last Mile Connection Technology Programs	Multiple	2014 MBB	TEP-46	Transit	Various	200	200						200
00161	Alameda CTC	Overall Planning/Monitoring Services	Multiple	2014 MBB	TEP-46	Multiple	Ops	100	100						100
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Multiple	TFCA	Prog Mgr	Multiple	Ops	210	210						210
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	Multiple	TFCA	Prog Mgr	Transit	Ops	270	270						270
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	Multiple	TFCA	Prog Mgr	Multiple	Ops	100	100						100
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	Multiple	2000 MB	Disc-TCD	Bike/Ped	Planning / Scoping	200	200						200
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	Ops	2,684	2,684						2,684
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	Ops	210	210						210
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	2014 MBB	TEP-45	Transit	Ops	1,403	1,403						1,403
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	FYE26	Transit	Ops	419			419				419
00206	Alameda CTC	Comprehensive Multimodal Monitoring	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	1,250	1,250						1,250
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	Ops	1,789	1,789						1,789
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2014 MBB	TEP-44	Bike/Ped	Ops	1,838	1,838						1,838

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	OBAG	STP/CMAQ	Bike/Ped	Ops	17,875	17,875						17,875
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	2014 MBB	TEP-27	Freight	Ops	360				360			
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Planning / Scoping	725	725						725
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	PE/Env	4,021	4,021						4,021
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Final Design (PS&E)	22,757	22,757						22,757
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	ROW	6,708	6,708						6,708
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	CON	20,000	20,000						20,000
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	STIP	RIP	HWY	CON	5,793	5,793						5,793
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	2014 MBB	TEP-46	Multiple	Planning / Scoping	886	886						886
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	402	402						402
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	16,598	16,598						16,598
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	Final Design (PS&E)	172	172						172
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	CON	368	368						368
00280	Alameda CTC	Toll Revenue Forecasting	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	1,290	1,290						1,290
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	PE/Env	5,542	5,542						5,542
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	Final Design (PS&E)	12,258	12,258						12,258
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	ROW	1,087	1,087						1,087
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	CON	53,558	53,558						53,558
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-40	HWY	CON	22,500	22,500						22,500
00287	Alameda CTC	Oakland Alameda Access Project	1-North	TFCA	Prog Mgr	Bike/Ped	CON	311	311						311
00287	Alameda CTC	Oakland Alameda Access Project	1-North	CMA-TIP	Other	HWY	CON	2,500	2,500						2,500
00287	Alameda CTC	Oakland Alameda Access Project	1-North	STIP	RIP	HWY	CON	23,524	23,524						23,524
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	PE/Env	2,204	2,204						2,204
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	Final Design (PS&E)	3,208	3,208						3,208
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Final Design (PS&E)	5,696	5,696						5,696
00288	Alameda CTC	Rail Safety Enhancement Program - Phase A	Multiple	~~TFCA~~ 2014 MBB	~~Prog Mgr~~ TEP-23	Bike/Ped	CON	3,830		3,830					3,830
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	ROW	1,675	1,675						1,675
00289	Alameda CTC	Student Transit Pass Program	Multiple	2014 MBB	TEP-07	Transit	Ops	31,500	31,500						31,500
00313	Alameda CTC	Countywide Model Update	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	800	800						800

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00343	Alameda CTC	Alameda CTC STIP Administration (Planning, Programming and Monitoring)	Multiple	STIP	RIP	Multiple	Various	2,190	2,190						2,190
00406	Alameda CTC	CTA Planning & Programming (for Various Youth and Adult Bicycle Promotion & Education)	Multiple	OBAG	STP/CMAQ	Bike/Ped	Planning / Scoping	160	160						160
00407	Alameda CTC	Alameda County Safe Routes to Schools	Multiple	OBAG	STP/CMAQ	Bike/Ped	Planning / Scoping	1,500	1,500						1,500
00408	Alameda CTC	CTA Planning & Programming	Multiple	OBAG	STP/CMAQ	Bike/Ped	Planning / Scoping	354	354						354
00412	Alameda CTC	Route 84 Expressway - South Segment	4-East	2000 MB	24	HWY	Various	(6,000)	(6,000)						(6,000)
00412	Alameda CTC	Route 84 Expressway - South Segment	4-East	2014 MBB	TEP-32	HWY	ROW	10,000	10,000						10,000
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2000 MB	24	HWY	Final Design (PS&E)	400	400						400
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2000 MB	24	HWY	CON	5,600	5,600						5,600
00445	Alameda CTC	Countywide Planning Activities	Multiple	OBAG	STP/CMAQ	Bike/Ped	Ops	2,600	2,600						2,600
00447	Alameda CTC	Toll System Arbitration Support	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	250	250						250
00451	Alameda CTC	Paratransit Needs Assessment	Multiple	2000 MB	Disc-PT	Paratransit	Ops	300	300						300
00477	Alameda CTC	I-580/I-680 Interchange Safety Improvements Project	4-East	2014 MBB	TEP-33	HWY	Planning / Scoping	1,100	1,100						1,100
00479	Alameda CTC	East Bay Greenway Multimodal (EBGWMM) Phase 1, North Segment (Lake Merritt to Bayfair) Project	1-North	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,400	3,400						3,400
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	1-North	TFCA	Prog Mgr	Bike/Ped	Various	95	95						95
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	1-North	OBAG	LSR	Bike/Ped	CON	340	340						340
00346	Albany	Solano and Marin Ave Sidewalk Improvements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	2000 MB	Disc-BP	Bike/Ped	CON	741	741						741
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	TFCA	Prog Mgr	Bike/Ped	CON	85	85						85
00483	Albany	Cleveland Avenue Bikeway Project	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	515			515				515
00021	ASEB	Special Transportation Services for Individuals with Dementia	1-North	2000 MB	Disc-PT	Paratransit	Ops	400	400						400
00300	ASEB	Regrowth of Transportation Services for Individuals with Dementia	1-North	2000 MB	Disc-PT	Paratransit	Ops	123	123						123
00454	ASEB	ASEB Revitalization of Transportation Program after Pandemic	1-North	2000 MB	Disc-PT	Paratransit	Ops								
00339	BAAQMD / CEC	Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (NorCAL Drayage)	1-North	2014 MBB	TEP-46	Freight	CON	3,640	3,640						3,640
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	1-North	Lifeline	STA	Transit	Ops	250	250						250
00059	BART	Bay Fair Connector/BART Metro	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	85	85						85
00172	BART	BART West Oakland Bike Locker Plaza	1-North	TFCA	Prog Mgr	Transit	Various	55	55						55
00215	BART	BART to Livermore	4-East	TCRP	TCRP	Transit	PE/Env	1,700	1,700						1,700
00215	BART	BART to Livermore	4-East	2000 MB	26	Transit	PE/Env	1,400	1,400						1,400
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping								

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									Prior Allocations	Two-Year Allocation Plan		Future Programming		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00304	BART	19th Street Oakland BART Modernization	1-North	2014 MBB	TEP-19	Transit	CON	17,650	17,650						17,650
00318	BART	West Oakland BART Station Bike Locker Expansion	1-North	TFCA	Prog Mgr	Transit	CON	100	100						100
00341	BART	Vehicle Overhaul and Heavy Repairs Shop (VOHRS)	2-Central	2014 MBB	TEP-18	Transit	Final Design (PS&E)								
00416	BART	Lake Merritt TOD	1-North	2010 VRF	Disc-Transit	Transit	CON	1,030	1,030						1,030
00416	BART	Lake Merritt TOD	1-North	2014 MBB	TEP-45	Transit	CON	6,800	6,800						6,800
00419	BART	West Oakland BART TOD & Station Modernization	1-North	2014 MBB	TEP-45	Transit	CON	8,283	8,283						8,283
00419	BART	West Oakland BART TOD & Station Modernization	1-North	TFCA	Prog Mgr	Bike/Ped	CON	117	117						117
00449	BART	Next Generation Fare Gates	Multiple	2014 MBB	TEP-19	Transit	CON	19,570	19,570						19,570
00450	BART	Core Capacity Rail Car	Multiple	2014 MBB	TEP-18	Transit	CON	35,350	35,350						35,350
00498	BART	North Berkeley TOD Access Road	1-North	2010 VRF	Disc-Transit	Transit	CON	2,000			2,000				2,000
00427	BATA	West Oakland Link	1-North	OBAG	STP/CMAQ	Bike/Ped	CON	4,200		4,200					4,200
00089	Berkeley	Shattuck Complete Streets and De-couplet	1-North	OBAG	STP	Bike/Ped	CON	2,777	2,777						2,777
00097	Berkeley	Hearst Avenue Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	2,256	2,256						2,256
00165	Berkeley	Berkeley Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	Various	94	94						94
00177	Berkeley	Hearst Ave Complete Streets	1-North	TFCA	Prog Mgr	Bike/Ped	CON	60	60						60
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	25	25						25
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	29	29						29
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	59	59						59
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	613	613						613
00220	Berkeley	Milvia Bikeway Project	1-North	2000 MB	Disc-BP	Bike/Ped	PE/Env	266	266						266
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	202	202						202
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	OBAG	STP/CMAQ	LSR	PE/Env	387	387						387
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	OBAG	STP/CMAQ	LSR	Final Design (PS&E)	613	613						613
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	OBAG	STP/CMAQ	LSR	CON	7,335	7,335						7,335
00330	Berkeley	Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON								
00347	Berkeley	Berkeley Healthy Streets Program Expansion	1-North	2000 MB	Disc-BP	Bike/Ped	CON	49	49						49
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	22	22						22
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	52	52						52
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TCD	Transit	Planning / Scoping	110	110						110

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TCD	Transit	PE/Env	180	180						180
00392	Berkeley	Telegraph Multimodal Corridor Project - PS&E	1-North	2014 MBB	TEP-44	Bike/Ped	PS&E	505		505					505
00392	Berkeley	Telegraph Multimodal Corridor Project - PS&E	1-North	2010 VRF	Disc-Transit	Bike/Ped	PS&E	506		506					506
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	61	61						61
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	153	153						153
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	1,057	1,057						1,057
00410	Berkeley	Adeline Street Transportation Improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env								
00422	Berkeley	Water Transportation / Ferry Project	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	3,290	3,290						3,290
00422	Berkeley	Water Transportation / Ferry Project	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	1,849	1,849						1,849
00440	Berkeley	Adeline Corridor Project at Ashby BART Station	1-North	2014 MBB	TEP-44	Bike/Ped	PE/Env	600	600						600
00440	Berkeley	Adeline Street Transportation Improvements Project - PS&E	1-North	2010 VRF	Disc-Transit	Bike/Ped	PS&E	949			949				949
00440	Berkeley	Adeline Street Transportation Improvements Project - PS&E	1-North	2014 MBB	TEP-45	Bike/Ped	PS&E	598			598				598
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2000 MB	Disc-PT	Paratransit	Ops	535	535						535
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	1-North	2014 MBB	TEP-12	Paratransit	Ops	306	306						306
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2014 MBB	TEP-12	Paratransit	Ops	958	958						958
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2000 MB	MB-T2	Paratransit	Ops	1,180	1,180						1,180
00023	CIL	Mobility Matters Project	1-North	2000 MB	Disc-PT	Paratransit	Ops	679	679						679
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	1-North	2000 MB	Disc-PT	Paratransit	Ops	500	500						500
00293	CIL	Community Connections Program (CoCo)	1-North	2000 MB	Disc-PT	Paratransit	Ops	939	939						939
00293	CIL	Community Connections Program (CoCo)	1-North	2000 MB	MB-T2	Paratransit	Ops	1,250	1,250						1,250
00455	CityServe	Ride Care	Multiple	2000 MB	Disc-PT	Paratransit	Ops	1,000	1,000						1,000
00291	CRIL	Travel Training: Oh The Places You Will Go!	2-Central	2000 MB	Disc-PT	Paratransit	Ops	189	189						189
00457	CRIL	Door Through Door and Travel Training	2-Central	2000 MB	Disc-PT	Paratransit	Ops	1,067	1,067						1,067
00173	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	2-Central	TFCA	Prog Mgr	Transit	Various	123	123						123
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	Ops	128	128						128
00320	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations	2-Central	TFCA	Prog Mgr	Transit	Ops	215	215						215
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	Ops	194	194						194
00295	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program	3-South	2000 MB	Disc-PT	Paratransit	Ops	388	388						388
00052	Dublin	Iron Horse Transit Route - Dougherty Road	4-East	2000 MB	09	Multiple	CON	6,267	6,267						6,267

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00090	Dublin	Dublin Boulevard Preservation	4-East	OBAG	STP	LSR	CON	470	470						470
00123	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	4-East	2014 MBB	TEP-26	LSR	CON	11,200	11,200						11,200
00124	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	4-East	2014 MBB	TEP-26	LSR	CON	3,000	3,000						3,000
00166	Dublin	San Ramon Road Arterial Mgmt	4-East	TFCA	Prog Mgr	LSR	Various	146	146						146
00224	Dublin	City of Dublin Street Rehab	4-East	OBAG	LSR	LSR	CON	661	661						661
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	PE/Env	2,374	2,374						2,374
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	Final Design (PS&E)	5,374	5,374						5,374
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	166	166						166
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,128	1,128						1,128
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	CON	4,751	4,751						4,751
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	TFCA	Prog Mgr	Bike/Ped	CON	856	856						856
00315	Dublin	Tassajara Road Arterial Management Project	4-East	TFCA	Prog Mgr	Transit	CON	80	80						80
00348	Dublin	Regional Street Improvement Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00361	Dublin	Safe Routes to School - Crosswalk Improvements Project	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	94	94						94
00402	Dublin	Safe Routes to School Improvements Dublin	4-East	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	110	110						110
00402	Dublin	Safe Routes to School Improvements Dublin	4-East	2010 VRF	Disc-BP	Bike/Ped	CON	390	390						390
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2000 MB	Disc-TCD	Bike/Ped	Final Design (PS&E)	41	41						41
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2010 VRF	Disc-BP	Bike/Ped	CON	226	226						226
00428	Dublin	Tassajara Rd Improvements from N. Dublin Ranch Drive to Quarry Lane School	4-East	2014 MBB	TEP-44	Bike/Ped	CON	872	872						872
00428	Dublin	Tassajara Rd Improvements from N. Dublin Ranch Drive to Quarry Lane School	4-East	TFCA	Prog Mgr	Bike/Ped	CON	128	128						128
00430	Dublin	Dublin/Pleasanton BART Station Active Access Improvements	4-East	2014 MBB	TEP-42	Bike/Ped	CON	7,910	7,910						7,910
00430	Dublin	Dublin/Pleasanton BART Station Active Access Improvements	4-East	TFCA	Prog Mgr	Bike/Ped	CON	495	495						495
00461	Dublin	Village Parkway Complete Streets Improvements	4-East	STIP	RIP	Bike/Ped	CON	9,150	9,150						9,150
00485	Dublin	San Ramon Road and Amador Valley Boulevard Intersection Improvements Project	4-East	2014 MBB	TEP-44	Bike/Ped	CON	1,053		1,053					1,053
00485	Dublin	San Ramon Road and Amador Valley Boulevard Intersection Improvements Project	4-East	2010 VRF	Disc-Tech	Bike/Ped	CON	803		803					803
00490	Dublin	Village Parkway and Amador Valley Boulevard Intersection Improvements Project	4-East	2014 MBB	TEP-44	Bike/Ped	CON	1,215				1,215			
00490	Dublin	Village Parkway and Amador Valley Boulevard Intersection Improvements Project	4-East	2010 VRF	Disc-Tech	Bike/Ped	CON	285				285			
00500	Dublin	Fiber Optic Cable Installation on Dublin Boulevard Project	4-East	2010 VRF	Disc-Tech	Technology	CON	1,854		1,854					1,854
00414	EBCE	Ride Electric Program	Multiple	2014 MBB	TEP-46	Bike/Ped	Ops	4,000	4,000						4,000

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00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	1-North	2014 MBB	TEP-42	Bike/Ped	CON	642	642						642
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	1-North	2014 MBB	TEP-42	Bike/Ped	CON	2,369	2,369						2,369
00435	EBRPD	Oakland Bay Trail Extension	1-North	2014 MBB	TEP-42	Bike/Ped	CON								
00435	EBRPD	Oakland Bay Trail Extension	1-North	2014 MBB	TEP-42	Bike/Ped	CON	925		925					925
00435	EBRPD	Oakland Bay Trail Extension	1-North	TFCA	Prog Mgr	Bike/Ped	CON								
00435	EBRPD	Oakland Bay Trail Extension	1-North	TFCA	FYE26	Bike/Ped	CON	175		175					175
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	Ops	296	296						296
00292	Eden I&R	Mobility Management Through 211 Alameda County	2-Central	2000 MB	Disc-PT	Paratransit	Ops	747	747						747
00292	Eden I&R	Mobility Management Through 211 Alameda County	2-Central	2000 MB	MB-T2	Paratransit	Ops	956	956						956
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	1-North	2014 MBB	TEP-12	Paratransit	Ops	944	944						944
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	1-North	2000 MB	MB-T2	Paratransit	Ops	1,212	1,212						1,212
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	1-North	2000 MB	Disc-PT	Paratransit	Ops	174	174						174
00141	Emeryville	South Bayfront Bridge	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,895	1,895						1,895
00141	Emeryville	South Bayfront Bridge	1-North	TFCA	Prog Mgr	Bike/Ped	CON	105	105						105
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00230	Emeryville	Emery Go Round General Benefit Operations	1-North	2014 MBB	TEP-45	Transit	Ops	2,500	2,500						2,500
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	1-North	2000 MB	Disc-TCD	Transit	CON	930	930						930
00271	Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	1-North	2014 MBB	TEP-12	Paratransit	Ops	70	70						70
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets (TCEP Match)	1-North	2014 MBB	TEP-41	Freight	CON	1,800	1,800						1,800
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets	1-North	CMA-TIP	Other	Freight	CON	1,380	1,380						1,380
00301	Emeryville	Emeryville Senior Center Group Trips Bus Purchase	1-North	2000 MB	Disc-PT	Paratransit	Ops	132	132						132
00349	Emeryville	Shared Doyle Street Quick-Build Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00391	Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	1-North	2000 MB	Disc-TCD	Transit	Final Design (PS&E)	600	600						600
00391	Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	1,400	1,400						1,400
00394	Emeryville	Emery Go-Round Operating Expenses (FY2022-FY2026)	1-North	2010 VRF	Disc-Transit	Transit	Ops	2,000	1,500	500					2,000
00411	Emeryville	Emeryville Transportation Investments	1-North	2014 MBB	TEP-45	Transit	Planning / Scoping	225	225						225
00417	Emeryville	40th Multimodal Improvements project	1-North	2010 VRF	Disc-Transit	Transit	CON	8,204	8,204						8,204
00417	Emeryville	40th Multimodal Improvements project	1-North	TFCA	Prog Mgr	Transit	CON	172	172						172
00423	Emeryville	Emery Go-Round Operating Expenses (FY26-FY27 and FY27-28)	1-North	2010 VRF	Disc-Transit	Transit	Ops	251			125	126			125

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									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00423	Emeryville	Emery Go-Round Operating Expenses (FY26-FY27 and FY27-28)	1-North	TFCA	FYE26	Transit	Ops	749			375	374			375
00423	Emeryville	Emery Go-Round Operating Expenses (FY2029 & FY2030)	1-North	2010 VRF	Disc-Transit	Transit	Ops	1,000					500	500	
00431	Emeryville	Doyle Bicycle Improvements - Phase 3	1-North	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	37	37						37
00431	Emeryville	Doyle Bicycle Improvements - Phase 3	1-North	2014 MBB	TEP-44	Bike/Ped	CON	317	317						317
00458	Emeryville	Micro Transit Expanded Transportation Program	1-North	2000 MB	Disc-PT	Paratransit	Ops								
00480	Emeryville	40th Street Multimodal Project Part 2	1-North	2014 MBB	TEP-42	Bike/Ped	CON	2,000		2,000					2,000
00025	Fremont	Tri-City Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	Ops	431	431						431
00026	Fremont	Tri-City Volunteer Driver Programs	3-South	2000 MB	Disc-PT	Paratransit	Ops	549	549						549
00027	Fremont	Tri-City Taxi Voucher Program	3-South	2000 MB	Disc-PT	Paratransit	Ops	450	450						450
00058	Fremont	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Planning / Scoping	2,760	2,760						2,760
00058	Fremont	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Final Design (PS&E)	23,950	23,950						23,950
00091	Fremont	Fremont City Center Multi-Modal Improvements	3-South	OBAG	STP	Multiple	CON	1,288	1,288						1,288
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-45	Transit	CON	24,604	24,604						24,604
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-21	Transit	CON	4,996	4,996						4,996
00143	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	41	41						41
00152	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	3-South	2014 MBB	TEP-42	Multiple	Planning / Scoping	42	42						42
00153	Fremont	Scoping: Fremont BART Station West Side Enhancement	3-South	2014 MBB	TEP-45	Transit	Planning / Scoping	42	42						42
00154	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	3-South	2014 MBB	TEP-45	Bike/Ped	Planning / Scoping	42	42						42
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	3-South	TFCA	Prog Mgr	LSR	CON	425	425						425
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	3-South	TFCA	Prog Mgr	LSR	CON	547	547						547
00233	Fremont	City of Fremont Pavement Rehabilitation Project	3-South	OBAG	LSR	LSR	CON	2,760	2,760						2,760
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	OBAG	STP/CMAQ	LSR	PE/Env	386	386						386
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	OBAG	STP/CMAQ	LSR	Final Design (PS&E)	799	799						799
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	OBAG	STP/CMAQ	LSR	CON	6,510	6,510						6,510
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	PE/Env	1,901	1,901						1,901
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,553	3,553						3,553
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	PE/Env	337	337						337
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	Final Design (PS&E)	509	509						509

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00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	CON	7,525	7,525						7,525
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	3-South	2014 MBB	TEP-45	Bike/Ped	CON	5,000	5,000						5,000
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	Ops	280	280						280
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	Ops	693	693						693
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	3-South	2000 MB	MB-T2	Paratransit	Ops	875	875						875
00305	Fremont	I-880 Interchange Modernization & Area Imprvts. (Mission Blvd, Washington, Auto Mall Pkwy, Auto Mall Pkwy / WarmSprings Intersection)	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	923	923						923
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	1,000	1,000						1,000
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	PE/Env	2,000	2,000						2,000
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	Final Design (PS&E)	2,400	2,400						2,400
00308	Fremont	Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone	3-South	2014 MBB	TEP-21	Freight	CON	939	939						939
00309	Fremont	I-880 Bridge at Pacific Commons Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	278	278						278
00322	Fremont	Former State Route 84 Pavement Rehabilitation	3-South	2014 MBB	TEP-21	LSR	CON	2,000	2,000						2,000
00350	Fremont	Centerville Complete Streets Pilot Road Diet	3-South	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00362	Fremont	Fremont Boulevard/Country Drive Protected Intersection Project	3-South	2000 MB	Disc-BP	Bike/Ped	CON	267	267						267
00373	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	3-South	OBAG	STP/CMAQ	Bike/Ped	CON	1,271	1,271						1,271
00374	Fremont	Fremont Boulevard/Grimmer Boulevard Improvement Project	3-South	OBAG	STP/CMAQ	Bike/Ped	CON	1,415	1,415						1,415
00436	Fremont	East Bay Greenway Trail (Irvington to Fremont BART)	3-South	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,033	1,033						1,033
00441	Fremont	Fremont Boulevard/Walnut Avenue Bikeway Project	3-South	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	1,100	1,100						1,100
00453	Fremont	Ride-On Tri-City! On-Demand WAV Pilot Project	3-South	2000 MB	Disc-PT	Paratransit	Ops	525	525						525
00468	Fremont	Fremont Boulevard Elevated Bikeway	3-South	TFCA	FYE26	Bike/Ped	CON	369		369					369
00468	Fremont	Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project	3-South	TFCA	FYE26	Bike/Ped	CON	3		3					3
00468	Fremont	Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project	3-South	2014 MBB	TEP-45	Bike/Ped	CON	1,497		1,497					1,497
00468	Fremont	Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project	3-South	2010 VRF	Disc-Tech	Bike/Ped	CON	500		500					500
00492	Fremont	Warm Springs Boulevard/S Grimmer Boulevard Intersection Improvement Project	3-South	2014 MBB	TEP-44	Bike/Ped	CON	228		228					228
00492	Fremont	Warm Springs Boulevard/S Grimmer Boulevard Intersection Improvement Project	3-South	2014 MBB	TEP-45	Bike/Ped	CON	1,772		1,772					1,772
00493	Fremont	Centerville Rail Crossing Safety Enhancement Project	3-South	2014 MBB	TEP-44	Bike/Ped	Env	20		20					20
00493	Fremont	Centerville Rail Crossing Safety Enhancement Project	3-South	2014 MBB	TEP-44	Bike/Ped	PS&E	1,500		1,500					1,500
00310	Fremont / Alameda County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	750	750						750
00310	Fremont / Alameda County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	Final Design (PS&E)	250	250						250

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00307	Fremont / Union City	Decoto Boulevard Complete Streets w/Transit Priority Project	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	3,500	3,500						3,500
00312	Fremont / Union City	Dumbarton to Quarry Lakes Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,000	2,000						2,000
00092	Hayward	Hayward - Industrial Boulevard Preservation	2-Central	OBAG	STP	LSR	CON	1,265	1,265						1,265
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	2014 MBB	TEP-26	LSR	CON	23,162	23,162						23,162
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Planning / Scoping	939	939						939
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Final Design (PS&E)	1,608	1,608						1,608
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	PE/Env	4,261	4,261						4,261
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	STIP	RIP	HWY	CON	50	50						50
00241	Hayward	Main Street Complete Street Project	2-Central	OBAG	STP/CMAQ	LSR	Final Design (PS&E)	175	175						175
00241	Hayward	Main Street Complete Street Project	2-Central	OBAG	STP/CMAQ	LSR	CON	1,500	1,500						1,500
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2-Central	2014 MBB	TEP-26	HWY	Planning / Scoping	440	440						440
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	OBAG	LSR	LSR	Final Design (PS&E)	88	88						88
00363	Hayward	Cesar Chavez Middle School – Safe Routes to School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	148	148						148
00448	Hayward	Winton Ave/D St & Tennyson Corridors Signal Timing	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	515	515						515
00486	Hayward	Downtown Bike Loop	2-Central	2014 MBB	TEP-45	Bike/Ped	PS&E	75		75					75
00486	Hayward	Downtown Bike Loop	2-Central	2014 MBB	TEP-45	Bike/Ped	CON	343			343				343
00486	Hayward	Downtown Bike Loop	2-Central	TFCA	FYE26	Bike/Ped	CON	332			332				332
00489	Hayward	D Street Traffic Calming Project	2-Central	2010 VRF	Disc-BP	Bike/Ped	PS&E	44		44					44
00489	Hayward	D Street Traffic Calming Project	2-Central	2010 VRF	Disc-BP	Bike/Ped	CON	456			456				456
00283	LARPD / TVC	Valley Trails Connection Project	4-East	CMA-TIP	Other	Bike/Ped	CON	96	96						96
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	STA	Transit	Ops	388	388						388
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	JARC	Transit	Ops	129	129						129
00160	LAVTA	Pilot Transit Program for Last Mile Connections	4-East	2000 MB	Disc-Transit	Transit	Ops	51	51						51
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	4-East	TFCA	Prog Mgr	Transit	Ops	275	275						275
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Transit	Ops	318	318						318
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	152	152						152
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	CON	1,257	1,257						1,257
00245	LAVTA	Wheels Forward/2020 Plan	4-East	2000 MB	Disc-Transit	Transit	Planning / Scoping	81	81						81
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	Ops	22	22						22

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00298	LAVTA	Para-Taxi Debit Card	4-East	2000 MB	Disc-PT	Paratransit	Ops	81	81						81
00299	LAVTA	Para-Taxi Operations	4-East	2000 MB	Disc-PT	Paratransit	Ops	80	80						80
00321	LAVTA	LAVTA Rte 30 BRT Operations, FYs 19/20 and 20/21	4-East	TFCA	Prog Mgr	Transit	Ops	477	477						477
00334	LAVTA	Route 30R Weekday Operations	4-East	TFCA	Prog Mgr	Bike/Ped	CON	490	490						490
00340	LAVTA	Rapid Bus Stop Improvement Project	4-East	RM2	Other	Transit	Various	2,300	2,300						2,300
00378	LAVTA	Passenger Facilities Enhancements	4-East	OBAG	STP/CMAQ	Transit	CON	2,000	2,000						2,000
00389	LAVTA	Atlantis O&M Facility Bridging Documents	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	541	541						541
00420	LAVTA	LAVTA Zero Emissions Infrastructure Transition Project (Atlantis Maintenance Facility)	4-East	2000 MB	Disc-Transit	Transit	CON	3,000	3,000						3,000
00451	LAVTA	Wheels Access – Expanding Mobility Options in the Tri-Valley	4-East	2000 MB	MB-T2	Paratransit	Ops	599	599						599
00463	LAVTA	Atlantis Facility Construction	4-East	STIP	RIP	Transit	CON	5,180	5,180						5,180
00463	LAVTA	Atlantis Facility Construction	4-East	2010 VRF	Disc-Transit	Transit	CON	2,000					2,000		
00474	LAVTA	Transit Signal Priority Upgrade and Expansion	4-East	TFCA	FYE25	Transit	CON	95	95						95
00475	LAVTA	Route 30R Weekday Operations	4-East	TFCA	FYE25	Transit	CON	366	366						366
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	Ops	275	275						275
00296	LIFE ElderCare	Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults	3-South	2000 MB	Disc-PT	Paratransit	Ops	925	925						925
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	20	20						20
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	30	30						30
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	137	137						137
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	193	193						193
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	CON	1,406	1,406						1,406
00247	Livermore	Vasco Road/I-580 Interchange Improvements	4-East	2014 MBB	TEP-34	HWY	PE/Env	1,380	1,380						1,380
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	4-East	OBAG	LSR	LSR	CON	1,382	1,382						1,382
00352	Livermore	Downtown Livermore Bicycle Parking Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	39	39						39
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	10	10						10
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	84	84						84
00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	32	32						32
00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	234	234						234
00495	Livermore	Stanley Boulevard at Isabel Avenue Connector Ramp Crossing Improvements Project	4-East	2014 MBB	TEP-44	Bike/Ped	CON	825		825					825
00102	MTC	Regional Planning Activities and PPM - Alameda	Multiple	OBAG	STP	Multiple	PE/Env	1,034	1,034						1,034

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00427	MTC	West Oakland Link	1-North	TFCA	Prog Mgr	Bike/Ped	CON								
00427	MTC	West Oakland Link	1-North	TFCA	FYE26	Bike/Ped	CON	344		344					344
00427	MTC	West Oakland Link	1-North	TFCA	FYE26	Bike/Ped	CON	(37)		(37)					(37)
00427	MTC	West Oakland Link	1-North	2014 MBB	TEP-42	Bike/Ped	CON	7,500		7,500					7,500
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75	75						75
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	PE/Env	325	325						325
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	350	350						350
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	500	500						500
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	800	800						800
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	CON	1,500	1,500						1,500
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	273	273						273
00327	MTC / Alameda CTC	I-80 Powell Interchange	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	250	250						250
00327	MTC / Alameda CTC	I-80 Powell Interchange	1-North	2010 VRF	Disc-Transit	Transit	CON	2,500	2,500						2,500
00328	MTC / Alameda CTC	Bay Bridge Bicycle/Pedestrain LINK	1-North	2000 MB	Disc-BP	Transit	Final Design (PS&E)								
00328	MTC / Alameda CTC	Bay Bridge Bicycle/Pedestrain LINK	1-North	2000 MB	Disc-BP	Bike/Ped	CON	3,000			3,000				3,000
00464	MTC / BATA	Improved Bike/Ped Connectivity to East Span SFOBB	1-North	STIP	RIP	Bike/Ped	CON	5,063	5,063						5,063
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	Planning / Scoping	100	100						100
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	Final Design (PS&E)	100	100						100
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	CON	400	400						400
00099	Newark	Enterprise Drive Complete Streets and Road Diet	3-South	OBAG	STP	Bike/Ped	CON	454	454						454
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	Final Design (PS&E)	3,253	3,253						3,253
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	CON	11,134	11,134						11,134
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	ROW	1,667	1,667						1,667
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	3-South	OBAG	LSR	LSR	CON	592	592						592
00353	Newark	Jarvis Avenue Class II Buffered Bike Lanes	3-South	2000 MB	Disc-BP	Bike/Ped	CON	30	30						30
00366	Newark	Newark Safe Routes to School Improvements	3-South	2000 MB	Disc-BP	Bike/Ped	CON	43	43						43
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	2000 MB	Disc-BP	Bike/Ped	CON	323	323						323

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	TFCA	Prog Mgr	Bike/Ped	CON	130	130						130
00426	Newark	Old Town PDA Road Diet and Complete Street Improvement Project	3-South	OBAG	STP/CMAQ	Bike/Ped	CON	5,141	5,141						5,141
00426	Newark	Old Town PDA Road Diet and Complete Street Improvement Project	3-South	TFCA	Prog Mgr	Bike/Ped	CON								
00426	Newark	Old Town PDA Road Diet and Complete Street Improvement Project	3-South	TFCA	FYE26	Bike/Ped	CON	68		68					68
00028	Oakland	Taxi-Up & Go Project	1-North	2000 MB	Disc-PT	Paratransit	Ops	350	350						350
00064	Oakland	Oakland Broadway Corridor Transit	1-North	2014 MBB	TEP-24	Transit	Planning / Scoping	50	50						50
00093	Oakland	Lake Merritt BART Bikeways	1-North	OBAG	STP	Bike/Ped	CON	571	571						571
00094	Oakland	Oakland Complete Streets	1-North	OBAG	STP	LSR	CON	3,384	3,384						3,384
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	STP	Bike/Ped	CON	4,446	4,446						4,446
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	CMAQ	Bike/Ped	CON	2,554	2,554						2,554
00100	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	1-North	OBAG	CMAQ	Bike/Ped	CON	5,452	5,452						5,452
00103	Oakland	7th Street West Oakland Transit Village, Phase II	1-North	OBAG	CMAQ	Bike/Ped	CON	3,288	3,288						3,288
00121	Oakland	Oakland Army Base Roadway Infrastructure Improvements	1-North	2014 MBB	TEP-26	Freight	CON	41,000	41,000						41,000
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	1-North	2014 MBB	TEP-26	Freight	CON	5,000	5,000						5,000
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,300	1,300						1,300
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	CON	5,300	5,300						5,300
00137	Oakland	I-880/42nd-High Street Access Improvements	1-North	2014 MBB	TEP-40	HWY	CON	10,000	10,000						10,000
00167	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	1-North	TFCA	Prog Mgr	Transit	Ops	210	210						210
00168	Oakland	CityRacks, Phase 12	1-North	TFCA	Prog Mgr	Bike/Ped	Various	117	117						117
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	1-North	TFCA	Prog Mgr	Transit	Ops	354	354						354
00180	Oakland	Broadway Shuttle Operations	1-North	2014 MBB	TEP-45	Transit	Ops	1,138	1,138						1,138
00180	Oakland	Broadway Shuttle Operations	1-North	TFCA	Prog Mgr	Transit	Ops	603	603						603
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00258	Oakland	Oakland LSR Paving Program	1-North	OBAG	LSR	LSR	PE/Env	734	734						734
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	PE/Env	209	209						209
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	Final Design (PS&E)	900	900						900
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	250	250						250
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,110	1,110						1,110
00252	Oakland	East Oakland Community Streets Plan	1-North	2014 MBB	TEP-45	LSR	Planning / Scoping	100	100						100

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00253	Oakland	Fruitvale Ave Gap Closure	1-North	2014 MBB	TEP-44	Bike/Ped	CON	1,634	1,634						1,634
00254	Oakland	Lakeside Family Streets	1-North	OBAG	STP/CMAQ	LSR	PE/Env	80	80						80
00254	Oakland	Lakeside Family Streets	1-North	OBAG	STP/CMAQ	LSR	Final Design (PS&E)	320	320						320
00254	Oakland	Lakeside Family Streets	1-North	OBAG	STP/CMAQ	LSR	CON	4,392	4,392						4,392
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	2,500	2,500						2,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	Final Design (PS&E)	1,500	1,500						1,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	CON	9,500	9,500						9,500
00258	Oakland	Oakland LSR Paving Program	1-North	OBAG	LSR	LSR	CON	4,161	4,161						4,161
00259	Oakland	OakMob Transportation Demand Management (TDM)	1-North	2014 MBB	TEP-45	Transit	Ops	167	167						167
00323	Oakland	Broadway Transit Lanes	1-North	2014 MBB	TEP-24	Transit	CON	1,462	1,462						1,462
00331	Oakland	E. 12th St Bike Lanes	1-North	TFCA	Prog Mgr	Bike/Ped	CON	215	215						215
00354	Oakland	Citywide Bicycle/Pedestrian Rapid Response Enhancements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	66	66						66
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	60	60						60
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	CON	125	125						125
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	CMA-TIP	CMA-TIP	Bike/Ped	CON	200	200						200
00375	Oakland	14th Street Complete Streets Project	1-North	OBAG	STP/CMAQ	Bike/Ped	CON	1,000	1,000						1,000
00376	Oakland	East Bay Greenway Segment II	1-North	OBAG	STP/CMAQ	Bike/Ped	CON	1,000	1,000						1,000
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	98	98						98
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	207	207						207
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	ROW	21	21						21
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	CON	1,398	1,398						1,398
00425	Oakland	Broadway Streetscape and Transit Improvements	1-North	2014 MBB	TEP-24	Transit	Final Design (PS&E)	3,888	3,888						3,888
00432	Oakland	27th Street and Bay Place Project	1-North	2014 MBB	TEP-44	Bike/Ped	CON	5,101	5,101						5,101
00432	Oakland	27th Street and Bay Place Project	1-North	2014 MBB	TEP-45	Bike/Ped	CON	3,200	3,200						3,200
00433	Oakland	66th Avenue BART to Bay Trail	1-North	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	2,140	2,140						2,140
00442	Oakland	LAAMPS Phase Two	1-North	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	1,197	1,197						1,197
00469	Oakland	Calm East Oakland Streets	1-North	TFCA	FYE25	Bike/Ped	CON	497	497						497
00470	Oakland	Battery Electric Street Sweeper	1-North	TFCA	FYE25	Bike/Ped	CON	104	104						104

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00471	Oakland	Laurel Access to Mills, Maxwell Park, and Seminary (LAMMPS) Phase II and III	1-North	TFCA	FYE25	Bike/Ped	CON	175	175						175
00472	Oakland	Martin Luther King Jr. Way Complete Streets	1-North	TFCA	FYE26	Bike/Ped	CON	187		187					187
00472	Oakland	Martin Luther King Jr. Way Complete Streets	1-North	TFCA	FYE26	Bike/Ped	CON	40		40					40
00472	Oakland	Martin Luther King Jr. Way Complete Streets	1-North	2000 MB	Disc-Transit	Bike/Ped	CON	1,000		1,000					1,000
00472	Oakland	Martin Luther King Jr. Way Complete Streets	1-North	2014 MBB	TEP-45	Bike/Ped	CON	960		960					960
00487	Oakland	Chinatown 9th Street Complete Streets Project	1-North	2014 MBB	TEP-45	Bike/Ped	PS&E	2,000		2,000					2,000
00499	Oakland	Speed Camera Implementation	1-North	2010 VRF	Disc-Tech	Technology	CON	2,000		2,000					2,000
00101	Piedmont	Piedmont Complete Streets (CS)	1-North	OBAG	STP	Bike/Ped	CON	129	129						129
00260	Piedmont	Oakland Avenue Improvements	1-North	OBAG	LSR	LSR	CON	168	168						168
00285	Piedmont	Piedmont LSR Exchange Projects	1-North	CMA-TIP	Other	LSR	CON	(208)	(208)						(208)
00286	Piedmont	Oakland Avenue Pedestrian Bridge Railing Project	1-North	CMA-TIP	Other	LSR	CON	204	204						204
00370	Piedmont	Oakland Avenue Pedestrian Enhancement Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	14	14						14
00443	Piedmont	Piedmont Pedestrian Safety Project	1-North	2014 MBB	TEP-44	Bike/Ped	CON	500	500						500
00491	Piedmont	Moraga Avenue Pedestrian Safety Project	1-North	2010 VRF	Disc-Tech	Bike/Ped	PS&E	97		97					97
00491	Piedmont	Moraga Avenue Pedestrian Safety Project	1-North	2014 MBB	TEP-44	Bike/Ped	CON	651			651				651
00332	Piedmont / EBCE	EV Charging in Piedmont	1-North	TFCA	Prog Mgr	Bike/Ped	CON	120	120						120
00029	Pleasanton	Downtown Route Shuttle (DTR)	4-East	2000 MB	Disc-PT	Paratransit	Ops	148	148						148
00104	Pleasanton	Pleasanton Complete Streets	4-East	OBAG	STP	Bike/Ped	CON	832	832						832
00169	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	4-East	TFCA	Prog Mgr	Transit	Ops	53	53						53
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Bike/Ped	Ops	65	65						65
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	4-East	OBAG	LSR	LSR	CON	1,095	1,095						1,095
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	4-East	2014 MBB	TEP-26	HWY	CON	5,200	5,200						5,200
00316	Pleasanton	Citywide Trip Reduction Program	4-East	TFCA	Prog Mgr	Transit	Ops	80	80						80
00355	Pleasanton	Division Street/St. Mary's Street Cycle Track and Buffered Bike Lanes Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	17	17						17
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	2000 MB	Disc-BP	Bike/Ped	CON	717	717						717
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	150	150						150
00399	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction	4-East	2014 MBB	TEP-44	Bike/Ped	CON	2,300	2,300						2,300
00399	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction	4-East	2014 MBB	TEP-45	Bike/Ped	CON	5,000	5,000						5,000
00399	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction	4-East	Fed	Earmark	Bike/Ped	CON	1,700	1,700						1,700

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00444	Pleasanton	Pleasanton Trip Reduction Program (FY 22/23 - 23/24)	4-East	TFCA	Prog Mgr	Bike/Ped	Ops	58	58						58
00459	Pleasanton	Pleasanton Rides Additional Driver and Electric Transit Vehicle	4-East	2000 MB	Disc-PT	Paratransit	Ops	158	158						158
00462	Pleasanton	Interstate 680/Sunol Boulevard Interchange Modernization	4-East	STIP	RIP	HWY	CON	6,000	6,000						6,000
00473	Pleasanton	Pleasanton Trip Reduction Program	4-East	TFCA	FYE25	Transit	CON	85	85						85
00488	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction Project (Iron Horse Trail to Santa Rita Road)	4-East	2010 VRF	Disc-BP	Bike/Ped	PS&E	750		750					750
00494	Pleasanton	I-580 Overcrossing Bicycle and Pedestrian Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	PS&E	350		350					350
00494	Pleasanton	I-580 Overcrossing Bicycle and Pedestrian Improvements	4-East	2014 MBB	TEP-45	Bike/Ped	PS&E	175		175					175
00144	Port of Oakland	Scoping: Airport Drive Overlay	1-North	2014 MBB	TEP-26	Multiple	Planning / Scoping	42	42						42
00145	Port of Oakland	Scoping: Port Terminal Seismic Monitoring Program	1-North	2014 MBB	TEP-26	Freight	Planning / Scoping	7	7						7
00146	Port of Oakland	Scoping: Port Area ITS Deployment	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00147	Port of Oakland	Scoping: Middle Harbor Road Improvements	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00148	Port of Oakland	Scoping: Port Terminal Lighting Upgrade	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00149	Port of Oakland	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50						50
00150	Port of Oakland	Scoping: Airport Perimeter Dike	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	30	30						30
00151	Port of Oakland	Scoping: 7th Street Grade Separation East	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00478	Port of Oakland	Next Generation Fuel Cell Electric Top Loader and Wet-Hose Mobile Refueler Project	1-North	2014 MBB	TEP-46	Freight	CON	2,000	2,000						2,000
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	2014 MBB	TEP-26	LSR	CON	30,000	30,000						30,000
00096	San Leandro	San Leandro Boulevard Preservation	2-Central	OBAG	STP	LSR	CON	804	804						804
00170	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	2-Central	TFCA	Prog Mgr	Transit	Ops	50	50						50
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	Ops	130	130						130
00190	San Leandro	LINKS Shuttle Operations	2-Central	2014 MBB	TEP-45	Transit	Ops	1,020	1,020						1,020
00190	San Leandro	LINKS Shuttle Operations (FY20/21 & 21/22)	2-Central	TFCA	Prog Mgr	Transit	Ops	128	128						128
00190	San Leandro	LINKS Shuttle Operations	2-Central	2010 VRF	Disc-Transit	Transit	Ops	931	456	190	141	144			787
00190	San Leandro	LINKS Shuttle Operations (FY22/23 & FY 23/24)	2-Central	TFCA	Prog Mgr	Transit	Ops	114	114						114
00190	San Leandro	LINKS Shuttle Operations (FY 24/25 & FY 25/26)	2-Central	TFCA	Prog Mgr	Transit	Ops	67	34	33					67
00190	San Leandro	LINKS Shuttle Operations (FY2029 & FY2030)	2-Central	2010 VRF	Disc-Transit	Transit	Ops	386					188	198	
00190	San Leandro	LINKS Shuttle Operations (FY2027 & FY2028)	2-Central	TFCA	FYE26	Transit	Ops	46			23	23			23
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	OBAG	LSR	LSR	PE/Env	73	73						73
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	OBAG	LSR	LSR	CON	975	975						975

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00356	San Leandro	Lewelling Blvd Pedestrian Safety Rapid Flashing Beacons Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	30	30						30
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	2000 MB	Disc-TCD	Bike/Ped	CON	1,387	1,387						1,387
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	92	92						92
00434	San Leandro	Lewelling Boulevard Streetscape	2-Central	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	234	234						234
00434	San Leandro	Lewelling Boulevard Streetscape	2-Central	2014 MBB	TEP-44	Bike/Ped	CON	1,973	1,973						1,973
00438	San Leandro	Fairway Drive Traffic Calming	2-Central	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	58	58						58
00439	San Leandro	Hesperian Boulevard Bike Lane Gap Closure	2-Central	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	225	225						225
00481	San Leandro	Bancroft Avenue and Williams Street Bicycle Corridor Project	2-Central	2014 MBB	TEP-45	Bike/Ped	PS&E	2,000		2,000					2,000
00030	SHS	Rides for Seniors	2-Central	2000 MB	Disc-PT	Paratransit	Ops	235	235						235
00051	SJRRC	ACE Capital	3-South	2000 MB	01	Transit	Various	13,184	13,184						13,184
00382	SJRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	235	235						235
00382	SJRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	CON	1,765	1,765						1,765
00466	SJRRC	Union City Intermodal Station Phase 3 Project	4-East	2014 MBB	TEP-22	Transit	PE/Env	3,000	3,000						3,000
00456	SOS	SOS Meals on Wheels	Multiple	2000 MB	Disc-PT	Paratransit	Ops	471	471						471
00031	SSPTV	Volunteer Assisted Senior Transportation Program	4-East	2000 MB	Disc-PT	Paratransit	Ops	325	325						325
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	Ops	210	210						210
00297	SSPTV	Volunteers Assisting Seniors with Transportation (VAST)	4-East	2000 MB	Disc-PT	Paratransit	Ops	701	701						701
00010	Union City	Operations Support for Route 2	3-South	Lifeline	STA	Transit	Ops	220	220						220
00062	Union City	Union City Intermodal Station	3-South	2014 MBB	TEP-22	Transit	Planning / Scoping	51	51						51
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	PE/Env	5	5						5
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	780	780						780
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	CON	5,779	5,779						5,779
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	CMA-TIP	Other	Bike/Ped	CON	1,100	1,100						1,100
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	TFCA	Prog Mgr	Bike/Ped	CON								
00191	Union City	Union City Boulevard Bike Lanes Phase 3	3-South	2014 MBB	TEP-42	Bike/Ped	CON	1,751	1,751						1,751
00191	Union City	Union City Boulevard Bike Lanes Phase 3	3-South	TFCA	Prog Mgr	Bike/Ped	CON	185	185						185
00266	Union City	Dyer Road Pavement Rehabilitation	3-South	OBAG	LSR	LSR	CON	872	872						872
00267	Union City	Bicycle and Pedestrian Master Plan Update	3-South	2000 MB	Disc-BP	Bike/Ped	Planning / Scoping	150	150						150
00317	Union City	Union City IDEA Grant Traffic Signal Control Improvement	3-South	TFCA	Prog Mgr	Transit	CON	221	221						221

Alameda CTC Comprehensive Investment Plan
2026 CIP Five-Year Programming and Two-Year Allocation Plan
2026 CIP Programming and Allocations

								Programming and Allocations ($ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00333	Union City	East-West Connector / Quarry Lakes Parkway	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	6,700	6,700						6,700
00333	Union City	Quarry Lakes Parkway	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	3,995		3,995					3,995
00371	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	10	10						10
00372	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	CON	71	71						71
00390	Union City	Union City Electric Bus Infrastructure	3-South	TFCA	Prog Mgr	Transit	CON								
00476	Union City	Union City Transit Electric Bus & Infrastructure	3-South	TFCA	FYE26	Transit	CON	467		467					467
00476	Union City	Union City Transit Electric Bus & Infrastructure	3-South	TFCA	FYE26	Transit	CON	16		16					16
00476	Union City	Union City Transit Battery Electric Bus Charging Infrastructure	3-South	2010 VRF	Disc-Tech	Transit	CON	1,017		1,017					1,017
00294	USOAC	Senior Public Transportation Training and Education Program	1-North	2000 MB	Disc-PT	Paratransit	Ops	400	400						400
00294	USOAC	Senior Public Transportation Training and Education Program	1-North	2000 MB	MB-T2	Paratransit	Ops	755	755						755
00281	Various	State Transportation Improvement Program	Multiple	STIP	RIP	HWY	Various	48,813	48,813						48,813
00282	Various	Lifeline Cycle 5 Program	Multiple	Lifeline	Other	Transit	Various	4,789	4,789						4,789
Sorted by Sponsor > CIP ID								**1,880,516**	**1,800,223**	**55,136**	**10,292**	**10,542**	**3,625**	**698**	**1,865,651**

Total 2-year Allocations	**65,428**
Total 5-year Programming	**80,293**

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ALAMEDA
County Transportation Commission

2026 Comprehensive Investment Plan

Appendix D

CIP Programming Principles and Guidelines



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Alameda County Transportation Commission

COMPREHENSIVE INVESTMENT PLAN
PROGRAMMING PRINCIPLES AND GUIDELINES

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SECTION 1: COMPREHENSIVE INVESTMENT PLAN PROGRAMMING PRINCIPLES

1. Purpose

The purpose of the Comprehensive Investment Plan (CIP) is to facilitate strategic programming and allocation of all fund sources under programming responsibilities of the Alameda County Transportation Commission (Alameda CTC). This includes funding from federal, state, regional, and local fund sources such as the federal Surface Transportation Program (STP)/Congestion Mitigation and Air Quality (CMAQ) Program, State Transportation Improvement Program (STIP), Transportation Fund for Clean Air (TFCA) Program, local sales tax measures, and vehicle registration fee programs.

To streamline programming of these funds sources, Alameda CTC considers all available fund sources through a consolidated funding program that prioritizes, evaluates, and recommends funding to transportation infrastructure and operational needs of countywide importance that build and maintain the county's transportation system. The coordinated programming effort is also intended to minimize the number of funding applications required from Project Sponsors and prioritize investments to projects and programs ("projects") identified through countywide transportation planning efforts.

The purpose of the CIP programming principles established herein is to provide a framework for programming and allocation decisions that Alameda CTC makes to help accomplish countywide transportation goals and objectives. The following five fundamental principles guide this process:

1. Implementing Alameda CTC's adopted visions and goals
2. Balancing strategic investments across project delivery phases
3. Maximizing transportation investments
4. Investing in all modes and areas within Alameda County
5. Delivering solutions while ensuring accountability

The CIP programming principles are not intended to replace existing programming requirements of individual fund sources. Instead, the principles are intended to uniformly consolidate historically separate programming goals and practices, where applicable, to more effectively coordinate funding toward highly beneficial transportation projects that address access, safety, connectivity, congestion, economic development, and state of good repair of a multimodal transportation system.

2. Programming and Allocation Process

The CIP includes a five-year programming window with a two-year allocation plan (i.e., the first two years of the five-year window). The current programmed amount for a given project represents a commitment amount available for allocation when the programmed funds shift into the CIP's two-year allocation window. An allocated amount represents the amount available for encumbrance in project funding agreements and/or contracts and available for reimbursement of eligible costs. All

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programmed funds are subject to the availability of funds and current programming and allocation priorities.

The CIP programming and allocation process is as follows:

1. Alameda CTC will make programming and allocation recommendations to certain projects based on the available fund estimate for a given five-year CIP programming cycle.
2. Projects programmed within the first two years of a given CIP will receive an allocation.
3. Projects with outer-year programmed funds will receive an allocation in the fiscal year in which the funds were originally programmed, which may occur when the programmed year moves into the two-year allocation window and upon the Project Sponsor's allocation request through the CIP application process.
    - Allocation requests to advance outer-year programmed funds are subject to the availability of funds and Alameda CTC Commission approval, as priority is given to projects with funds already allocated in the two-year allocation window.
4. For projects with outer-year programmed funds not ready for an allocation, Project Sponsors may request to have the programming deferred to a different outer CIP programming year, subject to Alameda CTC approval.

3. Fund Sources and Programs

The CIP consolidates the programming and allocations of the various fund sources under Alameda CTC's purview ("Alameda CTC Administered Funds"). These sources are delineated into principal programs, where feasible, as identified in the table below. For example, 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee Bicycle/Pedestrian funds are consolidated into a single Bicycle and Pedestrian Program. This provides greater coordination of similar funding types, requirements, and eligibility to meet larger program goals and objectives. For all locally funded programs (see principal programs 1-10 below), a project-funding agreement between Alameda CTC and the Project Sponsor is required. For all other programs (see principal programs 11-13 below), Project Sponsors are required to enter into a funding agreement directly with the appropriate federal, state, or regional agency.

Principal Program	Fund Source(s) and Investment Program
1. Bicycle and Pedestrian Program	Measure B (MB) Bike/Pedestrian Countywide Discretionary Fund Measure BB (MBB) Bike/Pedestrian Grant Program MBB Three Major Trails Vehicle Registration Fee (VRF) Pedestrian-Bicycle Access and Safety Program
2. Transit Program	MB Express Bus MBB Innovative Transit Program (transit pass programs) VRF Transit for Congestion Relief Program
3. Transit Center Development Program	MB Transit Center Development Program
4. Community Development Investment Program	MBB Community Development Investment Program

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Principal Program	Fund Source(s) and Investment Program
5. Paratransit Program	MB Special Transportation for Seniors and People with Disabilities "Gap Grant" Program MBB Coordination and Service Grants
6. Freight and Economic Development Program	MBB Freight and Economic Development MBB Countywide Freight Corridors
7. Technology, Innovation, and Development	MBB Technology, Innovation, and Development
8. Local Streets and Roads (Arterials) Program	MBB Congestion Relief, Local Bridge, Seismic Safety
9. Highways Program	MBB Highway Capital Projects
10. Transportation Fund for Clean Air (TFCA)	TFCA County Program Manager (40%)
11. State Transit Assistance (STA) County Block Grant Program	Population-based STA
12. One Bay Area Grant Program (OBAG)	Federal STP and CMAQ
13. State Transportation Improvement Program (STIP)	STIP

4. Programming Capacity

Alameda CTC's programming capacity is limited to the funding anticipated to be available for projects in the five-year programming and allocation horizon. Projects are programmed over a five-year period, with allocations to projects in the first two years of the CIP window. Projects that exceed the five-year fiscally constrained CIP will be considered for inclusion in future CIP updates and may receive priority consideration when a previously programmed commitment is unable to be delivered or additional funding capacity is available. Alameda CTC will provide a programming fund estimate as part of the CIP call for projects process.

5. Programming Priorities

Through the CIP, funds are prioritized to projects as follows:

a. Achieves Fundamental Programming Principles: The degree to which projects achieve the CIP's five (5) fundamental guiding programming principles (refer to CIP Section 6 for details).
   1. Implementing Alameda CTC's adopted visions and goals
   2. Balancing strategic investments across project delivery phases
   3. Maximizing transportation investments
   4. Investing in all modes and areas within Alameda County
   5. Delivering solutions while ensuring accountability

b. Countywide Significance: Projects identified as a countywide priority, an identified project, or along a transportation corridor in Alameda CTC's Countywide Transportation Plan (CTP), multimodal plans (goods movement, arterial, and transit), transportation expenditure plans, and the Countywide Bicycle and Pedestrian/Active Transportation Plan will receive higher priority consideration.

c. Readiness: Projects demonstrating a higher state of construction readiness will receive higher priority consideration. Readiness includes technical and financial readiness such as

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completion of engineering, environmental, and design studies; identification of risk-mitigation measures; secured funding toward project completion; feasible schedule, etc. Projects must be deliverable within the timeframe that funds are available.

d. Fund Leveraging: Projects that leverage external funding commitments (such as federal and state discretionary funds) shall receive higher priority consideration.
e. Coordination and Support: The degree to which a project demonstrates coordination and support from multiple jurisdictions, agencies, transit agencies, community members, and other project stakeholders throughout the planning and project implementation phases and identifies commitments to maintain the improvements after completion shall also be considered.

6. Eligible Applicants

a. Eligible applicants (direct recipients) of funds programmed through the CIP are limited to the following:
    1. Cities of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, Union City
    2. County of Alameda
    3. Transit agencies Altamont Corridor Express (ACE), Alameda-Contra Costa Transit District (AC Transit), San Francisco Bay Area Rapid Transit District (BART), Livermore Valley Transportation Authority (LAVTA), Union City Transit, and San Francisco Water Emergency Transportation Authority (WETA)
    4. Metropolitan Transportation Commission (MTC)
    5. East Bay Regional Parks District (EBRPD)
    6. Public school districts (K-12) in Alameda County (exclusively for student transit pass programs)
    7. Alameda CTC
    8. Private, non-profit organizations (exclusively for programs targeted toward seniors and people with disabilities)

    Note that entities not identified specifically as eligible direct recipients will only be eligible to receive CIP funds as sub-recipients by partnering with an eligible direct recipient that is willing to pass through the funds to a sub-recipient. Alameda CTC may grant exceptions on a case-by-case basis to allow other entities to directly receive funds.
b. Applicants must acknowledge and agree to comply with the specific requirements of the identified fund sources and Alameda CTC's project funding agreement, generally through a required governing body-adopted resolution of local support, prior to receiving funds allocated through the CIP.
c. Applicants must provide the expertise and staff resources necessary to successfully deliver projects within the constraints of the fund source requirements.
d. Applicants must identify and maintain a staff position that serves as the single point of contact within their agency for Alameda CTC-administered funds.

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7. Minimum/Maximum Award and Matching Requirements

Project Type	Minimum Request	Maximum Request	Minimum Match
Capital Improvement	$500,000	$2,000,000	25% (for each phase requested)
Programs and Transit/Shuttle Operations	$100,000 per year	$500,000 per year	75% (by year)
Plans/Studies	$100,000	$100,000	50%

The CIP will focus on comprehensive transportation projects that yield significant benefits to the countywide transportation system. In general, smaller projects or early project development (planning/scoping) activities that can be funded through local means, including MB/MBB/VRF direct local distribution (DLD) funds, will be a lesser priority for CIP discretionary funding.

Project Sponsors shall provide the minimum match of Alameda CTC Administered Funds requested by phase, unless otherwise stated by a particular CIP policy or program guideline.

8. Matching Requirements

a. Matching funds must be expended concurrently and proportionally to Alameda CTC Administered Funds allocated to the project phase.
b. Previously incurred costs or previously expended funds do not count toward fulfilling the minimum matching requirement.
c. Named capital projects with identified specific funding commitments in the 2014 Measure BB Transportation Expenditure Plan are exempt from the matching requirements; however, matching is highly encouraged to support leveraging of Measure BB funds.
d. Projects funded with federal funds (such as STP/CMAQ) require a non-federal local match. Non-federal sources for the local match can include local sales tax and vehicle registration fee DLDs, special bond measures, private financial donations, and other local revenues.
e. In-kind funding (non-cash contributions of time, goods and services, equipment, or space) will not count toward fulling the CIP matching requirement.
f. Alameda CTC may consider on a case-by-case basis exceptions to the matching requirement or adopt CIP policies that modify the match requirements in certain cases. Such exceptions may include exemptions for projects that provide considerable transportation benefits and/or projects that leverage significant transportation funds for the County and CIP-specific policies such as the “Small Cities” Policy.

9. Eligible Project Costs

Eligible costs for funds programmed through the CIP include:

- Project development and preconstruction activities such as scoping-level documents, preliminary study reports, feasibility studies, environmental documents, preliminary engineering, and design work.

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- Activities related to construction, rehabilitation, right-of-way acquisition, environmental mitigation, and capital equipment acquisition.
- Program implementation, transit services, and shuttle operations.

All eligible costs for reimbursement must be in accordance with the policies and provisions set forth and described in detail in the Eligible Costs for Reimbursement Policy in Appendix E.

Applicants are responsible for securing the necessary matching funds and any additional funding needed to complete the project, e.g., due to project cost increases, higher actual bid estimates, loss of funding, underestimated contingencies, and future maintenance costs.

10. Funding Restrictions

- Alameda CTC Administered Funds shall not supplant other committed funds.
- Alameda CTC will not be responsible to fund any cost overruns, cost increases, higher bid estimates, maintenance costs, or funding shortfalls beyond Alameda CTC's original programming and allocation commitment.
- 2000 Measure B Express Bus funds are only available to AC Transit and LAVTA.
- Programmed federal, state, and regional funds are subject to the requirements of the specific fund source and may require Project Sponsors to enter into funding agreements directly with the authorizing agency.
- Reimbursement for eligible staff costs are limited to non-Measure B/Measure BB/VRF DLD recipients, unless otherwise agreed upon by Alameda CTC with a project funding agreement for labor costs that includes direct staff implementation of a project phase or other eligible project activity. DLD recipients are expected to use DLD or other local funds to support staffing, contract management, invoicing and reporting activities, and other administrative costs associated with the project.
- Payments to funding recipients will be made on a reimbursement basis and after approval of submitted invoices. No reimbursements will be made prior to the execution of a project funding agreement with Alameda CTC. Invoices are required to be submitted at least once every six months with required progress reports and completed task deliverables, unless otherwise authorized and approved by Alameda CTC.

11. Shuttle Operations Funding Requirements

Funding for shuttle operations is strictly limited to shuttles which provide first/last mile connections from regional transit facilities, transportation hubs, business districts, and employment centers. Paratransit services are not eligible for funding under transit eligible funding sources.

- Eligible applicants must be a public agency eligible to receive Alameda CTC funds.
- Shuttle service must be wholly located in Alameda County, available to the public, and serve employment and/or activity centers.
- Applicants must provide the minimum match required for transit/shuttle operations.

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- Non-competing service operations requirement: Shuttle service must not compete with existing fixed-route transit services provided by AC Transit, LAVTA, or Union City Transit. A letter of concurrence from the appropriate transit agency must be provided to affirm coordination with the transit agency and acknowledge that the proposed shuttle program would not complete with existing or planned transit services.

Priority considerations for funding shuttles:

- Service routes within 0.5-mile radius from a major regional transit facility (BART station, major bus transfer station, or ferry terminal).
- Programs demonstrating long-term and local sustainability with 50 percent (50%) or more of the committed local match funding coming from private sources, e.g., private business investment districts.
- Ridership exceeding 500,000 annual boardings, documented by existing service data or documented ridership projections.

12. Freight-Related Project Funding Requirements

Funding for freight-related projects is strictly limited to improvements that significantly contribute to the freight systems' economic activity or vitality; relieve congestion of the freight system; improve the safety, security, or resilience of the freight system; improve or preserve the freight system infrastructure; implement technology or innovation to improve the freight system or reduce or avoid its negative impacts; or reduce or avoid adverse community and/or environmental impacts of the freight system.

Freight-related projects that Alameda CTC funds must not have the direct purpose or intent to increase the overall system capacity to facilitate the transportation of coal in bulk.

13. Project Selection Criteria

Project applications that meet the following screening criteria will be considered:

1. Consistency with/Identified in the most recently adopted Regional Transportation Plan and Countywide Transportation Plan.
2. Consistency with/Identified in the most recently adopted Countywide Bicycle and Pedestrian Master Plan (applicable to bicycle/pedestrian improvements).
3. Provides the minimum match of Alameda CTC Administered Funds requested by phase.

The primary CIP project selection criteria are as follows:

1. **Project Need and Benefits:** Project clearly defines project needs, describes how proposed transportation improvement will benefit the intended users at a local and countywide level, and provides a usable segment (as applicable). Alameda CTC will consider key project merits and anticipated project performance such as (in no particular order):

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- Congestion Relief: Project's ability to enhance mobility and access by addressing existing and future congestion and travel demands.
- State of Good Repair: Project's ability to improve the condition of existing transportation facilities or address identified issues if the system is left unimproved.
- Transportation Significance: Project demonstrates regional or countywide significance toward improving the transportation network, economic competitiveness, and environmental conditions, e.g., reduces regional greenhouse gases.
- Safety and Connectivity: Project's ability to foster a safe, connected, and accessible transportation system for multimodal movement of goods and people.
- Multimodal Access: Project's ability to contribute to a multimodal transportation system that serves all users, provides transportation choices, and provides greater access to schools, jobs, homes, and transit.
- Sustainability: Project Sponsor identifies funding sources and responsible agency for sustaining and maintaining the project beyond the funding period. Project is identified in a long-term development plan.

2. **Project Readiness**: Project contains a well-defined funding plan, budget, and schedule. Project has no foreseeable implementation issues, has governing body approval, and is supported by the local community. Applicant clearly identifies the ability to coordinate among appropriate internal and external agencies and has identified stakeholders. Projects with a completed project study report or equivalent scoping document will receive higher priority consideration for readiness.

3. **Matching Funds**: Project has secured or committed funding that exceeds the minimum matching requirement and is not from an Alameda CTC discretionary funding source. .

4. **Other Fund Source Specific Criteria Requirements**: Project must meet the program requirements of specific fund sources, such as cost effectiveness calculations or proximity-connectivity to specific areas and user groups. These requirements are specific to the fund source and may change with each programming cycle.

Projects will be scored on a scale based on the project's expected outcomes and performance, project readiness, sustainability, and leveraging ability. Refer to Exhibit B: Project Selection Criteria for scoring weights for each project selection criteria category. Programming recommendations may not be based strictly on the scoring criteria alone. Consideration will be given to the requirements of various Alameda CTC Administered Fund sources, project delivery requirements, geographic equity, and countywide synergies of proposed improvements.

The project selection criteria will be applied by project category/mode (bicycle/pedestrian, transit, goods movement, highway, local streets and roads, transit operations, etc.) to provide a direct

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evaluation of similar projects to one another, e.g., transit projects are compared to other transit projects.

14. Performance Measures and Monitoring

Project Sponsors must identify and establish project goals, deliverables, and performance measures and intended outcomes that will measure the effectiveness of the investment. Performance measures will be established as part of a project funding agreement between Alameda CTC and the fund recipient.

a. For capital projects, performance indicators may include, but are not limited to, an evaluation of a project's ability to achieve CIP programming priorities, meet specific funding program goals, and submit required reports on the project and implementation status.
b. For operations, performance indicators may include the above, as well as quantifying and monitoring the number of trips, service hours, cost effectiveness, and outreach efforts.

15. Post-Allocation Requirements

Project Sponsors that are awarded allocations of Alameda CTC Administered Funds are required to:

- Submit a governing body approved resolution of local support, using Alameda CTC's approved resolution template, that accepts Alameda CTC funds and confirms local matching commitments, project delivery strategy, and local support for the project, and authorizes entering into a project funding agreement with Alameda CTC. Such resolution may be requested with the funding application.
- Enter into a project funding agreement between Alameda CTC and the Project Sponsor for approved allocations of Measure B, Measure BB, VRF, TFCA, and other discretionary funds under Alameda CTC's purview. Agreements will include project scope, cost, funding plan, reimbursement ratio for reimbursable costs, schedule, performance measures, reporting requirements, publicity requirements, audit requirements, task deliverables, effective date of reimbursable costs, etc. See sample agreement requirements: https://www.alamedactc.org/wp-content/uploads/2022/05/Alameda_CTC_PFA_Boilerplate_FINAL_20210309.pdf
- Comply with Alameda CTC's Local Business Contract Equity Program requirements: https://www.alamedactc.org/get-involved/contract-equity/

16. Timely Use of Funds and Rescission of Funds

a. Projects must be started within a year of the schedule identified in the executed funding agreement that defines the date of eligible costs and reimbursements. Funds may be rescinded if a project is not started within the established period.
b. Projects must be completed within three (3) years of the established initiation date, unless a different period is identified in the program guidelines or approved in advance by Alameda CTC and incorporated into the funding agreement.
c. Projects receiving federal and/or state funds are to meet the project delivery requirements and timelines of the awarded federal and/or state funding.

d. Projects are subject to the specific timely use of funds policies and provisions pertaining to the specific fund sources allocated to the project.
e. Failing to meet timely use of funds requirements, funding agreement requirements, funding commitments, project schedules, or applicable regulations could result in loss or withholding of funds. If funding awards are withdrawn, allocations may be disencumbered from a funding agreement and removed from the CIP.
f. Rescinded funds will be returned to the program to be distributed in a future CIP cycle.

17. Other Requirements

a. Program-specific guidelines may supersede the requirements set forth in these CIP programming guidelines.
b. Programming and allocation actions made through the CIP are subject to the current policies and guidelines, as they may be created, revised, or amended from time to time.
c. Allocation requests for named 2014 Measure BB capital projects must be submitted by Project Sponsors and approved by the Alameda CTC Commission prior to executing a funding agreement. A request for allocation must include at minimum a summary of project costs defined by phase and fund source, and a project schedule by phase.
d. Alameda CTC may consider on a case-by-case basis exceptions to the CIP programming principles and guidelines in the event of unanticipated programming actions, funding availability, or if a proposed project has extraordinary project merit, project synergies, or project delivery circumstances that if implemented will result in a significant countywide benefit.

18. Eligible Projects

Eligible CIP projects are as follows:

a. Projects must demonstrate a public benefit toward building and maintaining the transportation infrastructure in Alameda County.
b. Projects must be publicly accessible and not only for private entity use.
c. Projects must be in and consistent with the current adopted Regional Transportation Plan and Alameda CTC's CTP.
d. Projects must meet the goals and objectives of the funding sources and funding programs.
e. Projects funded with 2000 Measure B, 2014 Measure BB, and VRF monies must be consistent with the eligible uses of funds in the respective expenditure plans.
f. Projects funded with federal and/or state sources must meet the applicable requirements for the awarded sources. Example requirements include:
    - Compliance with the California Environmental Quality Act (Public Resource Code Section 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and (for federal-funded projects) the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures.

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- Completion of a Federal Transportation Improvement Program (FTIP) application through the Metropolitan Transportation Commission's Funding Management System.

g. Potential funding eligibilities examples are identified in Exhibit A: Project Categories, Transportation Priorities, and Funding Eligibility.

h. Eligible capital infrastructure projects may include but are not limited to:
   - Local street and road improvements
   - Bicycle and/or pedestrian infrastructure improvements including new facilities, parking/lockers, gap closure, and safety improvements
   - Highway capital investments
   - Freight, ferry, rail, and intermodal projects that facilitate the movement of goods, services, and people
   - Transit infrastructure enhancements and expansion
   - Safety or modernization improvements to transit centers, stations, or facilities
   - Transportation improvements that provide greater transit access for residents of underserved and disadvantaged communities
   - Improvements that reduce greenhouse gas emissions
   - Technology improvements such as intelligent transportation systems, transit signal priority, and other innovative uses of technology that improve the transportation system

i. Eligible non-infrastructure projects may include but are not limited to:
   - Bicycle and pedestrian master plans
   - Feasibility or scoping-only studies for capital projects
   - Safe Routes to Schools program operations
   - Crossing guard programs
   - Safety education, training, enforcement, and promotional programs
   - Transportation demand or traffic management programs
   - Travel training and mobility management programs
   - Transit or shuttle operations
   - Transit incentive programs (including fare based)
   - Bike share or rideshare programs

19. Section 1 Exhibits

- Exhibit A: Project Categories, Transportation Priorities, and Funding Eligibility
- Exhibit B: Project Selection Criteria

The rest of Appendix D (Sections 2-15) specifies the programming and allocation guidelines for the various programs and funding sources programmed through the CIP.

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Section 1, Exhibit A: Project Categories, Transportation Priorities, and Funding Eligibility

Projects will be separated into project categories by type as part of the project selection and evaluation process to prioritize projects relative to each other. The following table identifies CIP project categories, transportation priorities, and funding eligibility examples.

Project Categories, Transportation Priorities, and Funding Eligibility			Federal		State	Regional and Local									
#	**Category and Sample Example Projects** *(eligible fund sources are generally identified for the category; some example projects may not be directly eligible for the fund source)*	**Transportation Priorities** *(in no particular order)*	STP	CMAQ	STIP	TFCA	Lifeline	MB- MBB-VRF	MB- MBB-VRF	MB-MBB Paratransit	MBB-VRF	MB-TCD	MBB-Congestion	MBB-CDIP	MBB-Freight
1.	**Transit Capital** • Capital rehabilitation • Capacity expansion, stations, capital replacement • Safety and access improvements • Transit signal priority (TSP)/communications	1. Increase transit access and ridership. 2. Prioritize regional projects in the expenditure plans. 3. Identify projects/need in a transit plan. 4. Increase frequency or reliability of service operations. 5. Facilitate express bus services.	X			X	X		X		X	X		X	
2.	**Local Streets and Roads (Arterials)** • Major arterial performance initiative program • Roadway safety/traffic calming • Grade separations • Traffic signals, ITS/CCTV installations/upgrade • Signal timing and coordination • Complete streets and streetscape • Coordination with freeways and ramps • Roadway/pavement Rehabilitation • Sidewalk installation	1. Prioritize regional projects in the expenditure plans. 2. Identify projects/need in Multimodal Arterials Plan. 3. Enhance multimodal connectivity and reliability of transit, bicycle and pedestrian networks. 4. Provide congestion relief and increase mobility.	X	X	X	X	X				X	X	X	X	X
3.	**Bicycle and Pedestrian** • Bike facilities (include Class 1,2,3, and 4 facilities) • Bike storage capital costs (racks, lockers, cages) • Safety, gap closure, infrastructure improvements • Bicycle and pedestrian master plans and updates • Safe Routes to School improvements/programs	1. Identify projects in a Countywide Bicycle/Pedestrian Plan. 2. Prioritize regional projects in the expenditure plans. 3. Close gaps in local and countywide bicycle/pedestrian network. 4. Improve safety and connectivity by removing known barriers to access and connections to activity centers, schools, jobs, and transit. 5. Update bicycle/pedestrian master plans to improve coordination.	X	X		X	X	X				X		X	

Project Categories, Transportation Priorities, and Funding Eligibility			Federal		State	Regional and Local									
#	**Category and Sample Example Projects** *(eligible fund sources are generally identified for the category; some example projects may not be directly eligible for the fund source)*	**Transportation Priorities** *(in no particular order)*	STP	CMAQ	STIP	TFCA	Lifeline	MB- MBB-VRF	MB- MBB-VRF	MB-MBB Paratransit	MBB-VRF	MB-TCD	MBB-Congestion	MBB-CDIP	MBB-Freight
4.	**Highway Capital** • Interchange, bridge, sound wall, ramp improvements • Bridge improvements • Express lanes	1. Prioritize regional projects in the expenditure plans. 2. Improve safety and connectivity. 3. Address state of good repair of transportation system. 4. Address congestion and mobility.		X							X		X	X	X
5.	**Freight and Economic Development (Goods Movement)** • Truck/port/freight operations and goods movement • Airport facilities, truck-vehicle parking • Quiet zone improvements *(Road or highway access improvements will be evaluated under local streets and roads or highway categories.)*	1. Prioritize regional projects in the expenditure plans. 2. Identify projects in a Goods Movement Plan. 3. Reduce conflicts. 4. Improve goods mobility and economic development. 5. Enhance coordination to distribution centers.	*X*	X							X			X	X
6a.	**Transit Operations (Non-paratransit)** • Fixed route or shuttle operations and service expansion • Transit priority measures • Congestion relief programs • Transit incentive programs (including fare-based)	1. Increase reliability of service operations. 2. Increase transit ridership. 3. Maintain or expand express bus services. 4. Demonstrate operational and funding sustainability.	X	X	X	X	X		X					X	
6b.	**Paratransit Capital and Operations** • ADA-mandated services • City-based, non-ADA services • Specialized transportation programs • Capital improvements (accessible vehicles, signage) • Related assessments and plans	1. Maintain or expand existing transportation services designed for seniors and people and disabilities. 2. Increase accessibility of transportation services. 3. Eliminate gaps in existing services by offering transportation options for seniors and people with disabilities to important travel destinations to meet life needs.	X				X			X				X	
7.	**Transportation Demand Management/ Education Outreach** • Fare incentives – student bus passes • Guarantee Ride Home Program	1. Facilitate connectivity to transit. 2. Promote multimodal transportation and modal shifts away from single occupancy vehicle (SOV) use toward alternative modes, including bicycle/pedestrian and transit.	X	X		X	X		X					X	

Project Categories, Transportation Priorities, and Funding Eligibility			Federal		State	Regional and Local									
#	**Category and Sample Example Projects** *(eligible fund sources are generally identified for the category; some example projects may not be directly eligible for the fund source)*	**Transportation Priorities** *(in no particular order)*	STP	CMAQ	STIP	TFCA	Lifeline	MB- MBB-VRF	MB- MBB-VRF	MB-MBB Paratransit	MBB-VRF	MB-TCD	MBB-Congestion	MBB-CDIP	MBB-Freight
	• Technical assistance • Alternative mode education and incentives • Safe Routes to School or Transit • Parking management	3. Provide a cost-effective strategy to improve and facilitate access to transit, schools, and job centers.													
8.	**LSR/Highway Operations** • Traffic signal operations, ITS, maintenance • Highway and bridge maintenance and operations	1. Address state of good repair of transportation system. 2. Address congestion and mobility.	X	X	X						X		X		
9.	**Planning/Studies** • Planning studies and implementation • Feasibility or scoping-only studies • Modal plans/studies • Bicycle and pedestrian master plans	1. Define project scopes, schedules, and expected outcomes. 2. Examine feasibility of improvement implementations. 3. Contribute to long-rang planning of improvements for future implementation and decision making. 4. Support transit oriented development (TOD) and priority development areas (PDAs).	X	X	X			X	X	X	X	X		X	X

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Section 1, Exhibit B: Project Selection Criteria

Proposed projects will be scored based on applicant-provided information for the following criteria, as applicable. Additional criterion may be included within this framework regarding program needs and funding requirements.

General CIP Criterion	CIP Criterion Description	Score Scale	Criteria Weight
A. Project Readiness	The project has a well-defined funding plan, budget, and schedule; implementation of the project or project phase(s) is feasible; governing body approval and community support are demonstrated; and the sponsor demonstrates coordination among internal and external agencies, as applicable.	40	40%
B. Needs and Benefits	The project's needs and benefits are evaluated on combined scoring of B.1 through B.4 below.	50	50%
B.1 General Benefits	The project need is clearly defined and demonstrates how the transportation improvement will benefit intended users by increasing connectivity, improving access, maintaining transportation facilities/equipment, facilitating a clean environment, promoting innovation, and contributing to economic growth, i.e., CTP goals.	15	15%
B.2 Access Improvements/ Equity Priority Communities	The project demonstrates a significant impact and benefit to one or more Metropolitan Transportation Commission (MTC) identified Equity Priority Communities (EPCs). Sponsors may propose projects that are not physically located within an MTC-defined EPC if the application demonstrates a clear and direct benefit to other locally-identified and defined disadvantaged or underserved communities. For example, see federal Justice 40 Initiative guidance (see note).	15	15%
B.3 Safety Benefits	The project enhances transportation safety and includes countermeasures that specifically address demonstrated safety issues.	10	10%
B.4 High Injury Network (HIN)	The project enhances transportation safety on the Countywide Bicycle and/or Pedestrian HINs.	10	10%
C. Matching Funds	The Sponsor commits other identified funds beyond the minimum match requirement for the phase(s) funds are being requested. Up to 10 points assigned, 2 points earned for every additional 5% match beyond minimum match requirement.	10	10%
	Total	**100**	**100%**

Note:
The federal Justice 40 Initiative interim guidance defines a community as, "either a group of individuals living in geographic proximity to one another, or a geographically dispersed set of individuals, where either type of group experiences common conditions."

SECTION 2: PROGRAMMING/ALLOCATION GUIDELINES FOR ARTERIALS/LOCAL STREETS AND ROADS PROGRAM

PROGRAM SUMMARY

The Arterials/Local Streets and Roads Program includes discretionary funding from the 2014 Measure BB Transportation Expenditure Plan (2014 TEP). This program aims to support the arterials in our community that serve as major commute routes for those traveling by transit, auto, bicycle, or foot, and enhance access to jobs, stores, and more through capital infrastructure investments, service operations, and innovative projects. This program focuses on improvements to major roads, bridges, freight corridors, and quiet zones.

The 2014 Measure BB funds shall be allocated and expended in accordance with 2014 TEP requirements.

FUND SOURCE

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augmented the existing 2000 Measure B program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 TEP outlines projects and programs ("projects") that will be funded with the sales tax revenues. Of the net revenue collected, 10 percent (10%) is dedicated to funding congestion relief, local bridge, and seismic safety type projects benefiting arterials and roadways that improve the mobility of transit riders, motorists, bicyclists, and pedestrians, as well as the movement of goods to stores and consumers within Alameda County.

Alameda CTC will periodically distribute funds for projects with proven abilities to improve accessibility, enhance operational efficiencies, increase safety, and reduce congestion. Such activities include projects that remove bottlenecks, improve safety, enhance operations, and enhance alternatives to single-occupant auto travel in key commute corridors.

As identified in the 2014 TEP, examples of investments and commute corridors eligible for funding include:

- North County Major Roadways: Solano Avenue Pavement resurfacing and beautification; San Pablo Avenue Improvements; State Route 13/Ashby Avenue corridor; Marin Avenue local road safety; Gilman railroad crossing; Park Street, High Street and Fruitvale Bridge replacements; Powell Street Bridge widening at Christie; East 14th Street improvements; and Oakland Army Base transportation infrastructure improvements.

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- Central County Major Roadways: Crow Canyon Road safety improvements, San Leandro local road resurfacing, Lewelling Road/Hesperian Boulevard improvements, and Tennyson Road grade separation.

- South County Major Roadways: East-west connector in North Fremont and Union City, I-680/I-880 cross connectors, Fremont Boulevard improvements, upgrades to the relinquished Route 84 in Fremont, Central Avenue Overcrossing, Thornton Avenue widening, Mowry Avenue, and Newark local streets.

- East County Major Roadways: Greenville Road widening, El Charro Road improvements, Dougherty Road widening, Dublin Boulevard widening, and Bernal Bridge construction.

- Countywide Freight Corridors: Outer Harbor Intermodal Terminal at the Port of Oakland, 7th Street grade separation and roadway improvements in Oakland, as well as truck routes serving the Port of Oakland.

PROGRAMMING AND ALLOCATION PRIORITIES

The Arterials Program seeks to award projects that advance goals identified in the Countywide Multimodal Arterials Plan and as identified in the 2014 TEP. The programming and allocation primary priority shall be for projects that contribute significantly to furthering countywide mobility along arterials. This program recognizes that concentrating improvements in key arterial corridors will improve access and efficiencies, increase safety, and reduce congestion. In general, competitive projects are those that serve residents from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Regional projects or corridors identified in the 2014 TEP**: Priority consideration is given to regional projects that are identified in the Transportation Expenditure Plan.

2. **Projects aligned with needs established in the Multimodal Arterials Plan**: Priority consideration is given to projects that align with the modal priorities and needs as established in the Countywide Multimodal Arterials Plan.

3. **Measure BB Capital Program Delivery Plan:** Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.

4. **Enhance multimodal connectivity**: Priority consideration is given to projects that enhance the reliability, safety, and connectivity of transit, bicycle, and pedestrian networks.

5. **Congestion relief and increased mobility**: Priority consideration is given to projects identified as significantly improving congestion on major commute corridors and facilitating connectivity and travel over multiple jurisdictions.

6. **State of good repair**: Priority consideration is given to projects that improve the conditions of existing transportation facilities or address conditions that would otherwise deteriorate if left unimproved.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance mobility, access, safety, and convenience in Alameda County. Arterials Program funds will be available for example projects in the 2014 TEP and projects that include, but are not limited to, the following:

Capital Infrastructure

- Resurfacing and beautification
- Local road safety improvements
- Intersection enhancements
- Traffic/signal operation improvements
- Grade separations and railroad crossings
- Bridge replacements
- Cross connectors
- Truck route improvements
- Quiet zone enhancements
- Education, enforcement, and promotion programs

INELIGIBLE PROJECTS

- Freight-related projects that Alameda CTC funds must not have the direct purpose or intent to increase the overall system capacity to facilitate the transportation of coal in bulk.

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SECTION 3: PROGRAMMING/ALLOCATION GUIDELINES FOR BICYCLE AND PEDESTRIAN DISCRETIONARY PROGRAM

PROGRAM SUMMARY

The Bicycle and Pedestrian Discretionary Program includes the combined funding from the 2000 Measure B, 2014 Measure BB, and VRF that are available to bicycle and pedestrian improvements. This program aims to support enhanced access and safety for bicyclists and pedestrians through capital infrastructure investments, safety education, outreach promotion, and planning activities.

The 2000 Measure B, 2014 Measure BB, and VRF funds shall be allocated and expended in accordance with the requirements of their respective expenditure plans.

FUND SOURCES

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that supports projects which improve the County's transportation system. Collections began on April 1, 2002 and ended on March 30, 2022. The 2000 Transportation Expenditure Plan outlines projects and programs ("projects") that the sales tax revenues fund. Of the net revenue collected, five percent (5%) is dedicated to bicycle and pedestrian projects and is further separated into two distribution categories:

- 75 percent (75%) of the funds are formula Direct Local Distributions to Alameda County cities and County based on population.
- 25 percent (25%) of the funds are distributed on a discretionary basis through the Measure B Bicycle and Pedestrian Countywide Discretionary Fund.

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augmented the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects that the sales tax revenues fund. Of the net revenue collected, eight percent (8%) is dedicated to bicycle and pedestrian infrastructure and safety projects that encourage people to bike and walk, as designated below:

- Three percent (3%) or $264 million is directed toward the Completion of Three Major Trails — Iron Horse Trail, Bay Trail, and the East Bay Greenway Corridor.
- Three percent (3%) is formula allocated as DLDs to Alameda County cities and the County based on population.
- Two percent (2%) of the funds are distributed on a discretionary basis through the Measure BB Bicycle and Pedestrian Program for regional projects and trail maintenance. Funds in this category may be used for countywide bicycle and pedestrian coordination.

Vehicle Registration Fee

Measure F, approved by Alameda County voters in November 2010, authorizes a ten dollar ($10) per year vehicle registration fee. Collections for the VRF program began in May 2011. The goal of the VRF program is to support transportation investments that maintain and improve the County's transportation network and promote the reduction of vehicle-related emissions through congestion relief, alternative transportation, or innovative transportation strategies; five percent (5%) of VRF funds are dedicated to the VRF Pedestrian and Bicycle Access and Safety Program. Its goals are to improve the safety of bicycles and pedestrians by reducing conflicts with motorized vehicles, create safe access to activity centers, and improve connectivity of the transportation network.

PROGRAMMING AND ALLOCATION PRIORITIES

The Bicycle and Pedestrian Discretionary Program seeks to award projects that advance countywide bicycle and pedestrian goals as identified in Alameda CTC's Countywide Bicycle and Pedestrian Plans, and the Measure B, Measure BB, and VRF expenditure plans. Alameda CTC's Countywide Bicycle and Pedestrian Plans identify a priority vision system consisting of projects, corridors, and improvement initiatives that are the most significant from a countywide perspective. This priority system will guide and focus the programming and allocations of the bicycle/pedestrian program funds.

Priority (in no particular order) is given to projects as follows:

1. **Capital Infrastructure**: A minimum of 70 percent (70%) of available program funds during a given programming cycle will be specifically allotted to capital infrastructure investments.

2. **Non-infrastructure**: Up to 30 percent (30%) of available program funds during a given programming cycle may be used for non-infrastructure improvements including program operations, plans, and studies.

3. **Identified in the Countywide Bicycle and Pedestrian Plans**: Priority consideration is given to bicycle and pedestrian projects identified as a countywide priority in Alameda CTC's Countywide Bicycle and Pedestrian Plans.

4. **Regional projects in the expenditure plans**: Priority consideration is given to regional projects identified in the expenditure plans. This includes projects identified in the Alameda CTC's Measure BB Capital Project Delivery Plan.

5. **Gap Closure**: Priority consideration is given to projects that close gaps in the local and countywide bicycle/pedestrian network.

6. **Safety and Connectivity**: Priority consideration is given to projects that improve connections to activity centers, schools, jobs, and transit by addressing and removing known barriers to access and connecting multiple jurisdictions and/or planning areas.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance bicycle and pedestrian access, convenience, safety, and usage in Alameda County.

Bicycle and Pedestrian Discretionary Program funds will be available for projects that include, but are not limited to the following:

Capital Infrastructure

- Sidewalks and multi-use paths
- Bikeways and pedestrian facilities
- Crossing improvements (at intersections, interchanges, railroads, freeways)
- Bicycle and pedestrian signals
- Bicycle lockers, racks, and parking facilities
- Signage, lighting, railing, and other accessibility improvements for bicyclists/pedestrians
- Traffic calming devices
- Bicycle/pedestrian access improvements to and from transit facilitates and schools
- Gap closure projects that link and build upon the existing bicycle/pedestrian network
- Bicycle/pedestrian components of complete streets and streetscape improvements
- Capital maintenance such as pavement rehabilitation, infrastructure replacement, or upgrades that extend or replenish a facility's useful life

Non-infrastructure

- Bicycle and pedestrian master plans
- Feasibility or scoping-only studies for capital projects
- Safe Routes to School program operations
- Crossing-guard programs
- Safety education, training, enforcement, and promotional programs

INELIGIBLE PROJECTS

- Routine maintenance of roadway facilitates with bicycle/pedestrian infrastructure
- Routine maintenance of multi-use pathways and bike facilities including maintenance staff, trash cleanup, graffiti removal, vegetation removal, small pavement sealing/resurfacing, and lighting repairs
- Ongoing facility operations (e.g., attended bicycle parking)

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OTHER REQUIREMENTS/FUNDING RESTRICTIONS

Measure BB Funds – Completion of Three Major Trails

- Measure BB funds identified ($264 million) for the Completion of Three Major Trails Funds in the 2014 TEP are limited to capital construction and/or capital maintenance projects that enhance the East Bay Greenway from Oakland to Fremont, Bay Trail Gap Closure and Access Projects, and Iron Horse Trail Gap Closure and Access Projects. Priority funding consideration is given to projects that directly enhance the regional bicycle/pedestrian transportation network pertinent to these three trails, and as envisioned and prioritized in Alameda CTC's Countywide Bicycle and Pedestrian Plans and other countywide plans.

ELIGIBLE PROJECTS

Eligible projects include capital infrastructure projects that address gaps and connectivity issues, safety and accessibility concerns, and capital maintenance needs such as pavement rehabilitation, infrastructure replacement, or upgrades that extend or replenish a facility's useful life to and from these three major trails.

INELIGIBLE PROJECTS

- Routine maintenance of multi-use pathways and bike facilities including maintenance staff, trash cleanup, graffiti removal, vegetation removal, small pavement sealing/resurfacing, and lighting repairs.
- Bicycle/pedestrian education, outreach, and promotional programs.

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SECTION 4: PROGRAMMING/ALLOCATION GUIDELINES FOR COMMUNITY DEVELOPMENT INVESTMENT PROGRAM

PROGRAM SUMMARY

The 2014 Measure BB Community Development Investment Program (CDIP) supports existing and new transportation infrastructure improvements that will enhance access and provide increased connectivity to and between job centers, schools, transportation facilities, community centers, and residential developments. Investments include capital projects, programs, plans, and studies which serve to achieve the objectives of the CDIP, including but not limited to improvements to BART station facilities, bus transfer hubs, bicycle/pedestrian infrastructure, local streets and roads, and transit that facilitate transit-oriented growth.

The 2014 Measure BB funds shall be allocated and expended in accordance with the requirements of the Measure BB Expenditure Plan.

FUND SOURCE

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 TEP outlines projects and programs ("projects") that will be funded with the sales tax revenues. The 2014 TEP establishes a total of four percent (4%) of net sales tax revenue, for the development and implementation of the program. CDIP investments are intended to enhance access and safety around transit stations and hubs, and to support station area development and transit-oriented development at the station areas listed in the 2014 TEP.

PROGRAMMING AND ALLOCATION PRIORITIES

The Community Development Investment Program seeks to award projects that advance access and connectivity to transit as identified in the Measure BB Expenditure Plan. The programming and allocation primary priority shall be for projects that contribute significantly to furthering community connectivity to transit, schools, and job centers. In general, competitive projects are those that enhance connectivity from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Capital Infrastructure**: A minimum of 70 percent (70%) of available program funds in each programming cycle will be specifically allotted to capital infrastructure investments.

2. **Non-infrastructure**: Up to 30 percent (30%) of available program funds in each programming cycle may be used for non-infrastructure improvements including program operations, shuttle operations, plans, and studies.

3. **Increase Access and Connectivity:** Priority consideration will be given to projects that significantly improve access and connectivity to transit, jobs, and schools.

4. **Leveraging Funds**: Projects that demonstrate program sustainability by leverage and secure external funding commitments beyond the minimum matching requirement.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance access and safety around transit stations, hubs, and transit-oriented development.

CDIP funds will be available for projects that include, but are not limited to, the following:

Capital Infrastructure

- Transit station improvements including plazas, station access, pocket parks, parking facilities
- Local streets and road improvements including streetscape projects associated with high density developments and near transit facilities with sample elements such as pedestrian street lighting, bulb outs, crosswalk and sidewalk improvements, new striping for bicycle lanes and road diets, way finding signage, and bus shelters
- Bicycle and pedestrian improvements including bikeways and bike-transit facilities, bicycle/pedestrian paths and bridges, safe routes to transit, and bicycle parking
- Park-and-ride facility improvements
- Passenger rail station access and capacity improvements
- Development and implementation of transit priority treatments on local roadways
- Equipment and rolling stock such as equipment that is attached to a facility and integral to the benefit of the facility (i.e., electric vehicle charging stations)

Non-infrastructure

- Planning studies
- Feasibility or scoping only studies for capital projects
- Transit and shuttle operations
- Transit incentive programs (including fare-based)
- Safety education, training, enforcement, and promotional programs

Transit and shuttle operations must not directly duplicate existing services but may enhance services and should be coordinated with existing services and transit operators to the extent feasible.

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INELIGIBLE PROJECTS

- Vehicle purchases and vehicle maintenance
- Studies that extend beyond Alameda County other than to establish contributing impacts
- Routine maintenance of capital facilities
- Promotional program giveaways including food, etc.

OTHER REQUIREMENTS

- Shuttle operations will be limited to a maximum award of $500,000 per year and will require a 75 percent (75%) match.
- Plans and studies will be limited to a maximum award of $100,000 and will require a 50 percent (50%) match.

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SECTION 5: PROGRAMMING/ALLOCATION GUIDELINES FOR FREIGHT AND ECONOMIC DEVELOPMENT PROGRAM

PROGRAM SUMMARY

The Freight and Economic Development Program includes discretionary funding from the 2014 Measure BB Program, which aims to develop innovative approaches to moving goods in a safe and healthy environment in support of a robust economy.

The 2014 Measure BB funds shall be expended in accordance with the requirements of the Measure BB Transportation Expenditure Plan (2014 TEP).

FUND SOURCES

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 TEP outlines projects and programs ("projects") that will be funded with the sales tax revenues. Of the net revenue collected, one percent (1%) is dedicated to funding improvements that support moving goods in a safe and healthy environment in support of a robust economy as part of the Traffic Relief on Highways Type (Highway Program) included in the 2014 TEP.

Funds will be periodically distributed by Alameda CTC for projects with proven abilities to accomplish the goals listed below:

- Enhance the safe transport of freight by truck or rail in Alameda County, including projects that reduce conflicts between freight movement and other types of transportation.
- Improve the reduction of greenhouse gas production in the transport of goods.
- Mitigate environmental impacts of freight movements on residential neighborhoods.
- Enhance coordination between the Port of Oakland, the Oakland Airport, and local jurisdictions to improve efficiency and safety and reduce the environmental impacts of freight operations.

PROGRAMMING AND ALLOCATION PRIORITIES

The Freight and Economic Development Program seeks to award projects that advance freight-related goals identified in the Countywide Goods Movement Plan and in the 2014 TEP. The programming and allocation primary priority shall be for projects that contribute significantly to furthering countywide safety and coordination of goods movement. In general, competitive projects are those that enhance the safety and connectivity of freight services from more than one specific planning area or jurisdiction in Alameda County.

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Priority (in no particular order) is given to projects as follows:

1. **Projects in the expenditure plans:** Priority consideration is given to projects identified in the expenditure plans. Funding from this category will be programmed in coordination with the Highway Program in the following section to support related transportation projects and corridor investments, where applicable.

2. **Measure BB Capital Program Delivery Plan:** Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.

3. **Projects aligned with needs established in the Goods Movement Plan**: Priority consideration is given to projects that align with the modal priorities and needs as established in the Countywide Goods Movement Plan.

4. **Reduce conflicts:** Priority consideration is given to projects that reduce conflicts between goods movement, passenger transportation, and local communities, and that improve safety.

5. **Improve goods mobility and economic development:** Priority consideration is given to projects that positively affect truck mobility and accessibility.

6. **Enhance coordination:** Priority consideration is given to projects that mitigate impacts on neighborhoods and enhance coordination between freight distribution centers.

ELIGIBLE PROJECTS

Eligible projects include improvements that accomplish the program's objective to improve mobility and coordination of freight and goods to and from Alameda County. Projects must directly address a specific freight coordination issue or goods movement need.

The Freight and Economic Development Program will be available for projects that include, but are not limited to, the following:

- Highway interchange improvements that address freight or passenger delays
- Technology programs that address smart operations and deliveries
- Rail infrastructure capacity improvements on freight rail lines
- Gateway infrastructure improvements
- Impact reduction programs
- Local truck route enhancements
- Goods movement planning support
- Quiet zone Improvements
- Airport facilities
- Truck vehicle parking
- Truck/port/freight/operations

INELIGIBLE PROJECTS

- Projects that do not directly benefit or facilitate freight and goods movement in Alameda County.
- Projects that do not meet the goals and objectives of this program.
- Freight-related projects that Alameda CTC funds must not have the direct purpose or intent to increase the overall capacity to facilitate the transportation of coal in bulk.

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SECTION 6: PROGRAMMING/ALLOCATION GUIDELINES FOR HIGHWAY PROGRAM

PROGRAM SUMMARY

The Highway Program seeks to implement projects as identified in the 2014 Measure BB Transportation Expenditure Plan (2014 TEP). The 2014 TEP identifies specific highway and freight corridors and improvements on I-80, SR-84, I-580, I-680, and I-880 that would address infrastructure gaps and facilitate greater access, congestion relief, and goods movement. The 2014 TEP identifies specific projects for each of the highway corridors in the amount of $600 million, with an additional one percent (1%) of net revenue or approximately $77 million specifically targeted toward goods movement improvements. Project funding decisions are based on project readiness, local priority, and the ability to leverage current investment and funds. Alameda CTC aims to prioritize the specific investments that demonstrate an ability to move forward in project implementation and delivery. Several eligible projects or candidate projects will be selected for funding based on their contribution to maximizing the connectivity, reliability, and efficiency of the transportation system, while providing congestion relief and facility improvements.

FUND SOURCES

2014 Measure BB

Measured BB, approved by Alameda County in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 TEP outlines projects and programs that will be funded with the sales tax revenues. The 2014 TEP identifies $600 million for specific highway capital improvements with an additional one percent (1%) of net revenue or approximately $77 million, targeted specifically for the Freight and Economic Development Program that supports goods movement related improvements.

Funds will be periodically distributed by Alameda CTC for projects that will make the existing highway system safer, more efficient, and effective by:

- Removing bottlenecks at interchanges and other hot spots.
- Improving efficiency by providing HOV/HOT/Express Lanes and operational improvements and integrating Intelligent Transportation System strategies.
- Providing connectivity/accessibility between goods, markets, and employment centers.
- Complementing other modes of transportation and integrating complete street features.
- Completing gaps in the system.
- Improving air quality by reducing pollution and greenhouse gas emissions.

The 2014 Measure BB funds shall be expended in accordance with the requirements of the 2014 TEP.

PROGRAMMING AND ALLOCATION PRIORITIES

The Highway Program seeks to award projects that improve the safety and efficiency of Alameda County's highway system, as specifically identified in the 2014 TEP. The programming and allocation primary priority shall be for projects that contribute significantly toward addressing safety, access, and infrastructure gaps, while furthering countywide efficiencies and coordination of goods movement. In general, competitive projects are those that enhance the safety and connectivity of freight services from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Projects in the Transportation Expenditure Plan:** Priority consideration is given to projects identified in the 2014 TEP and earmarked for certain Measure BB amounts. Priority consideration is provided to projects specifically named or referenced in the group category and that have already started various project development phases such as scoping, preliminary engineering, design, and environmental.

2. **Improve safety:** Priority consideration is given to projects that improve safety among vehicles, bicycles and/or pedestrians, on major truck routes, and the safety of maintenance and operational workers.

3. **Measure BB Capital Program Delivery Plan:** Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.

4. **Improve mobility and provide congestion relief:** Priority consideration is given to projects that positively affect transportation mobility and accessibility. This includes the removal of bottlenecks at the interchange locations and other hot spots identified, improving efficiency by providing additional capacity via HOV/HOT/Express Lanes and operational improvements, and reducing travel times (peak hour vehicle delays and average vehicle delays).

5. **Enhance connectivity/improve access**: Priority consideration is given to projects that provide connectivity and accessibility between goods and markets, ports, major businesses, and employment centers.

6. **System reliability:** Priority consideration is given to projects that maximize connectivity and provide congestion relief, gap closures, and contribute to improving environmental conditions, i.e., air quality.

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ELIGIBLE PROJECTS

Eligible projects include improvements that accomplish program's objectives to improve efficiency, remove bottlenecks, and increase access on the highway system to and from Alameda County. The Highway Program funds will be available for projects that include, but are not limited to, the following:

- Highway projects and corridors identified in the 2014 TEP from the following investment categories:
    - I-80 Improvements
    - I-580 Improvements
    - I-680 Improvements
    - I-880 Improvements
    - I-880 Improvements
    - SR-84 Improvements
- Highway-related improvements that provide congestion relief, increase safety and access, and enhance the mobility of vehicles and goods movement operations.

INELIGIBLE PROJECTS

- Projects that do not directly benefit transportation in Alameda County.
- Projects that do not have a direct nexus or beneficial impact to the identified highway corridors.
- Projects that do not meet the program goals and objectives.
- Freight-related projects that Alameda CTC funds must not have the direct purpose or intent to increase the overall capacity to facilitate the transportation of coal in bulk.

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SECTION 7: PROGRAMMING/ALLOCATION GUIDELINES FOR PARATRANSIT DISCRETIONARY GRANT PROGRAM

PROGRAM SUMMARY

The Paratransit Discretionary Grant Program includes the discretionary funding from the 2000 Measure B and the 2014 Measure BB paratransit programs as a unified grant program. The 2000 Measure B and 2014 Measure BB funds shall be expended in accordance with the requirements of the guiding expenditure plans.

FUND SOURCES

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that supports multiple projects and programs to improve the County's transportation system. Collections began on April 1, 2002 and ended on March 30, 2022. The 2000 Transportation Expenditure Plan outlines projects and programs ("projects") that the sales tax revenues fund. A total of 10.45 percent (10.45%) of net MB revenue was directed toward projects intended for seniors and people with disabilities (Paratransit). The 10.45 percent (10.45%) is further split, as follows:

- 9.02 percent (9.02%) of net revenues are DLDs to Alameda County cities, the County, and transit operators as follows:
    - 5.63 percent (5.63%) are DLDs directed toward the East Bay Paratransit Consortium (AC Transit and BART) for Americans with Disabilities Act (ADA) mandated paratransit services.
    - 3.39 percent (3.39 %) are DLDs directed toward Alameda County cities and the County for paratransit services based on a funding formula with population and other factors. The formula is recommended by the Alameda CTC's Paratransit Advisory and Planning Committee (PAPCO) and approved by the Commission.
- 1.43 percent (1.43%) of net revenues are distributed on a discretionary basis, based on a funding recommendation by PAPCO and approved by the Commission. Funds in this category includes use for countywide paratransit programs administered by Alameda CTC.

2014 Measure BB

Measure BB, approved by Alameda County voters in 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects that the sales tax revenues fund. Of net revenue collected, ten percent (10%) is dedicated to paratransit projects targeted toward seniors and people with disabilities (paratransit), as follows:

- Six percent (6%) of net revenues are directed toward the East Bay Paratransit Consortium (AC Transit and BART) for ADA-mandated services.
- Three percent (3%) of net revenues are DLDs directed toward Alameda County cities and the County for paratransit services, as follows:

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  - A funding formula based on the percentage of the population over age 70 in each of four planning areas.
  - Funds can be further allocated within each planning area to the individual cities based on a formula recommended by PAPCO and approved by the Commission.
- One percent (1%) of net Measure BB revenues is administered by Alameda CTC and directed toward coordinating services across jurisdictional lines or filling gaps in the system to meet the mobility needs of seniors and people with disabilities. Funds in this category are used for countywide paratransit programs that Alameda CTC administers.

PROGRAM GOALS

Discretionary grant funding will be focused on mobility management types of activities that improve consumers' ability to access services, improve coordination between programs, and/or address gaps in the transportation system. The program is designed to complement DLD funding which is dedicated to more traditional trip-provision services (e.g., taxi subsidies, door-to-door services, etc.).

Mobility management activities aim to:

- Enhance people's travel options and access to services.
- Promote awareness and education.
- Effectively communicate/disseminate information to the public.
- Improve coordination and partnerships.
- Address critical gaps in the transportation system for seniors and people with disabilities.
- Encourage seniors and people with disabilities who can use fixed-route public transit to do so.
- Meet the needs of seniors and people with disabilities cost effectively and efficiently.

Capital improvements and equipment purchases are also eligible if directly related to the implementation of mobility management and meet other criteria, e.g., transit stop improvements that support improving access to public transit for seniors and/or people with disabilities.

PROGRAMMING AND ALLOCATION PRIORITIES

Priority (in no particular order) is given to projects as follows:

1. **Identified in a countywide or regional plan or assessment:** Priority consideration is given to projects identified as a countywide and/or regional priority in a relevant plan or needs assessment such as the Alameda Countywide Transit Plan, Assessment of Mobility Needs of People with Disabilities and Seniors in Alameda County (Alameda County Needs Assessment), MTC Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan), or other relevant countywide or regional plan or needs assessment.

2. **Multi-jurisdictional projects:** Priority consideration is given to projects identified that provide service across jurisdictional boundaries.

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3. **Projects that provide same-day accessible transportation.** Priority consideration is given to projects that provide critical, same-day accessible transportation service throughout Alameda County.

4. **Other priorities as recommended by PAPCO.** PAPCO may periodically recommend other program funding priorities.

ELIGIBLE PROJECTS

- **Mobility Management Type Programs**
  - Travel training
  - Trip planning assistance to improve access
  - One-call/one-click type programs
  - Volunteer driver programs
  - Coordination of service provision at the planning area level or countywide (separate from the cost of traditional trip provision, e.g., the administration costs for a planning area-wide program)
  - Transportation programs that fill unique and/or critical needs and gaps not filled through traditional trip-provision models

- **Capital Projects/Procurement**
  - Capital improvements and equipment purchases are eligible if directly related to the implementation of a project within an eligible category, including but not limited to:
    - Transit-stop improvements that support improving access to public transit for seniors and/or people with disabilities.
    - Accessible vehicle and equipment purchase.
    - Capital projects to improve accessibility at shuttle stops.

This funding is not intended for ADA-mandated or City-based services that would traditionally be funded through DLD allocations. Sponsors are encouraged to submit programs that will benefit more than one city or otherwise illustrate advancement of coordination and mobility management goals.

Eligible projects must conform to the Commission-adopted Implementation Guidelines for Paratransit Programs funded through Measure B and Measure BB.

Refer to the Implementation Guidelines for Paratransit Programs for detailed eligibility requirements and service descriptions.

INELIGIBLE PROJECTS

- Projects that do not conform to the Commission-adopted Implementation Guidelines for Paratransit Programs funded through Measure B and Measure BB.
- Capital projects, programs, maintenance, or operations that do not directly improve paratransit services.
- Using program funds to replace/supplant other secured funding.

EVALUATION FRAMEWORK

PAPCO has historically supported projects and programs that:

- Demonstrate effectiveness at meeting mobility management goals.
- Project sufficient demand for the program/service/project.
- Are ready for implementation.
- Provide service across jurisdictional boundaries.
- Demonstrate coordination and collaboration with other service providers in their planning area.
- Are effective, according to adopted performance measures and past performance (where applicable) or projected performance supported by substantive evidence of success.
- Are cost effective.
- Leverage funds (including DLD reserves).
- Have been identified as a priority in relevant countywide or regional plans or needs assessments such as the Alameda Countywide Transit Plan, the Alameda County Needs Assessment, or the Coordinated Plan.
- Support equitable distribution of resources throughout the County.

PROGRAM REQUIREMENTS

Applicants should review the general requirements for Alameda CTC-administered discretionary funding in the full CIP guidelines, including reimbursements and timely use of funds provisions.

Maximum Grant Size

The maximum grant size is $500,000; there is no minimum grant size.

Minimum Matching Requirements

Minimum matching requirements for applicants are as follows:

- Programs: 12 percent (12%) local match for DLD recipients and five percent (5%) for non-DLD recipients.
- Plans and Studies: 50 percent (50%) local match.
- Shuttle and transit operations: 50 percent (50%) local match.
- “In-kind” costs are not eligible.
- Matching funds must be expended concurrently and proportionally to Alameda CTC Administered Funds allocated to the project phase.
- DLD recipients must demonstrate a commitment to using their DLD reserves and new Measure BB DLD funds.
- Matching funds contributed to a project beyond the minimum required level may increase the competitiveness of the application.

Letter(s) of Support

All applicants must work in coordination with other service providers in their planning area. To demonstrate this support:

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- Applicants must describe how they are coordinating with local jurisdictions, transit agencies, and non-profit organizations to fill service gaps and complement existing services.
- Non-profit organizations are required to provide a letter(s) of support from a local agency and/or transit provider to confirm service coordination and project support.
- All applicants are encouraged to provide letters from partners to demonstrate community support and coordination.

To establish partnerships, contact information for Measure B and Measure BB recipients of paratransit DLD funds on the Access Alameda website: https://accessalameda.org/communities/

Monitoring and Performance Measures

- Progress reports will be required every six months illustrating program/project progress and funds spent.
- Applicants must identify program/project goals, deliverables, and performance measures in these progress reports.

RESOURCES

Resources for the CIP call for project nominations, including a link to the online application can be accessed from Alameda CTC's website: http://www.alamedactc.org/app_pages/view/19025

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SECTION 8: PROGRAMMING/ALLOCATION GUIDELINES FOR TECHNOLOGY, INNOVATION, AND DEVELOPMENT PROGRAM

PROGRAM SUMMARY

The Technology, Innovation, and Development Program includes discretionary funding primarily from the 2014 Measure BB. However, funds identified for the Vehicle Registration Fee (VRF) Local Technology Program may be made available at the discretion of Alameda CTC to meet the overall goals of the Technology, Innovation, and Development Program. Projects funded through the program shall support innovative development and application of technologies that enhance the performance of a multimodal transportation system.

The 2014 Measure BB and VRF funds shall be allocated and expended in accordance with the requirements of their respective expenditure plans.

FUND SOURCES

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects that will be funded with the sales tax revenues. Of the net revenue collected, one percent (1%) is dedicated to funding innovative approaches to meet the County's transportation vision, emphasizing the use of new and emerging technologies to better manage the transportation system. Successful models will receive priority for funding from this category.

Funds will be distributed periodically by Alameda CTC for projects with proven abilities to accomplish the goals listed below:

- Increase utilization of non-auto types of transportation or increase the occupancy of autos with the goal of reducing congestion, air pollution, and greenhouse gas production.
- Reduce transportation-related greenhouse gases through the utilization of a cleaner vehicle fleet including alternative fuels and/or locally produced energy.
- Use demand management strategies designed to reduce congestion, increase use of non-auto transportation, manage existing infrastructure, and reduce greenhouse gas emissions.
- Inform consumers of their transportation choices and improve the efficiency or effectiveness of the County's transportation system.
- Manage parking supply to improve availability and utilization, and to reduce congestion and greenhouse gas production.
- Support environmental mitigation for transportation projects including land banking.

Grant awards will emphasize demonstrations or pilot projects which can leverage other funds.

Vehicle Registration Fee

Measure F, approved by Alameda County in November 2010, authorizes a $10 per year vehicle registration fee. Collections for the VRF Program began in May 2011. The Measure F Transportation Expenditure Plan outlines projects that will be funded with VRF receipts. The goal of the VRF program is to support transportation investments that maintain and improve the County's transportation network and promote the reduction of vehicle-related emissions through congestion relief, alternative transportation, or innovative transportation strategies.

The VRF program dedicates five percent (5%) of net funds to the VRF Local Transportation Technology Program. This program aims to improve the performance of road, transit, pedestrian and bicyclist technology applications and accommodate emerging vehicle technologies such as electric and plug-in-hybrid vehicles. On January 23, 2014, Alameda CTC adopted a VRF Local Transportation Technology Program Policy to direct the administration of the Local Transportation Technology Program as a DLD program to Alameda CTC. The goal of this policy is to create a reliable source of funding to support ongoing operational requirements and costs incurred by Alameda CTC for technology-related capital investments that benefit traffic corridors in Alameda County such as the Smart Corridors Program and other significant countywide technology programs implemented by Alameda CTC.

PROGRAMMING AND ALLOCATION PRIORITIES

The Technology, Innovation, and Development Program seeks to award projects that contribute significantly to furthering countywide technological advancement and innovation related to enhancing the transportation system through new and emerging research, assets, capital investments, applications, and technology-based transportation strategies. In general, competitive projects are those that serve more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Capital infrastructure**: A minimum of 70 percent (70%) of available program funds in each programming cycle will be specifically allotted to capital projects for infrastructure investments.

2. **Non-infrastructure**: Up to 30 percent (30%) of available program funds in each programming cycle may be used for non-infrastructure improvements program operations, shuttle operations, plans, and studies.

3. **New and innovative approaches**: Priority consideration is given to projects and programs that employ "out-of-the box" approaches to improving transportation infrastructure and transit services.

4. **Regional projects in the expenditure plans**: Priority consideration is given to regional projects identified in the expenditure plans. Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.

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5. **Increase transit access and ridership**: Priority consideration is given to projects and programs that promote access, use, and connectivity to the transit system and services in Alameda County and throughout the region, by identifying mobility-enhancing practices and technologies that promote multi-modal connectivity, provide transportation options, and improve the transit user's experience.

6. **Asset innovation and management**: Priority consideration is given to projects and programs ("projects") that identify innovative and sustainable use of transit vehicles, transit operations, and services including the employment of new technologies or technology-based strategies and partnerships.

7. **Enhance efficiency of moving people and goods**: Priority consideration is given to projects that create greater mobility and reliability of the transportation system through the application of innovative technologies and practices that create sustainable movement of people and goods and increase economic vitality for the County.

8. **Increase in safety**: Priority consideration is given to projects that increase the safety of the transportation system through safety-enhancing practices, technologies, and programs.

ELIGIBLE PROJECTS

Eligible projects include planning, development, implementation, and maintenance of technology that will best serve Alameda County's transportation goals.

Technology, Innovation, and Development Program funds will be available for projects that include, but are not limited to the following:

- Development, installation, operations, monitoring, and maintenance of local street and arterial transportation management technology such as the Smart Corridors Program, traffic signal interconnection, transit and emergency vehicle priority, advanced traffic management systems, and advanced traveler information systems
- Infrastructure for alternative vehicle fuels such as electric and plug-in-hybrid vehicle stations
- New or emerging transportation technologies that provide congestion or pollution mitigation
- Technology implementation to improve freight system infrastructure, reliability, and/or to reduce community or environmental impacts related to freight improvements
- Advanced signal technology for walking and bicycling
- Traveler information systems
- Advanced safety systems including infrastructure improvements that support vehicle-to-vehicle and vehicle-to-infrastructure communication, technologies associated with autonomous vehicles, and other collision avoidance technologies

- Mobile applications that facilitate greater transportation access, car sharing, and user ability (enhanced information availability, connectivity to transit, user experience)
- Advanced public transportation technologies that assist public transportation operators or other shared mobility entities in managing and optimizing public transportation and mobility services. These include remote fleet monitoring systems, coordinated communication systems, and applications that support transit connectivity, data collection, information sharing, and mobility sharing.

INELIGIBLE PROJECTS

- Projects that do not directly benefit or are inaccessible to the public.
- Projects that do not meet the goals and objectives of this program.
- Freight-related projects that Alameda CTC funds must not have the direct purpose or intent to increase the overall system capacity to facilitate the transportation of coal in bulk, pursuant to Government Code Section 14525.3.

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SECTION 9 PROGRAMMING/ALLOCATION GUIDELINES FOR TRANSIT PROGRAM

PROGRAM SUMMARY

The Transit Program includes the combined discretionary funding from the 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee (VRF) Express Bus and Transit. This program aims to support creating, expanding, and enhancing access to transit through capital infrastructure investments, service operations, and innovative transit projects. The 2000 Measure B, 2014 Measure BB, and VRF funds shall be expended in accordance with the requirements of their respective expenditure plans.

FUND SOURCES

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that supports multiple investments to improve the County's transportation system. Collections began on April 1, 2002 and ended March 30, 2022. The 2000 Transportation Expenditure Plan outlines projects and programs ("projects") that will be funded with the sales tax revenues. Of the net revenue collected, 0.7 percent (0.7%) is dedicated to express bus service projects. The goal of the Express Bus Grant Program is to create, expand, and enhance express bus services, focusing on projects with countywide significance. Measure B funded eligible AC Transit and LAVTA projects only.

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augmented the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects ("projects") that will be funded with the sales tax revenues. Of the net revenue collected, 2.24 percent (2.24%) is dedicated to funding innovative and emerging transit projects and implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive priority for funding from this fund category.

Vehicle Registration Fee

Measure F, approved by Alameda County voters in November 2010, authorizes a $10 per year vehicle registration fee. Collections for the VRF program began in May 2011. The Measure F Transportation Expenditure Plan outlines projects that will be funded with VRF receipts. The goal of the VRF program is to support transportation investments that maintain and improve the County's transportation network and promote the reduction of vehicle-related emissions through congestion relief, alternative transportation, or innovative transportation strategies. The VRF program dedicates 25 percent (25%) of funds to the VRF Transit for Congestion Relief Program. The goal of the program is to make it easier for drivers to use public transportation, make the existing transportation system more efficient and

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effective, improve access to schools and jobs, decrease automobile usage and air pollution, and provide countywide congestion relief.

PROGRAMMING AND ALLOCATION PRIORITIES

The Transit Program seeks to award projects that advance transit related goals identified in the Countywide Transit Plan and as identified in the Measure B, Measure BB, and VRF expenditure plans. The programming and allocation primary priority shall be for projects that contribute significantly to furthering countywide access to and expansion of transit services. In general, competitive projects are those that serve residents from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Capital infrastructure**: A minimum of 70 percent (70%) of available program funds in each programming cycle will be specifically allotted to capital infrastructure investments.

2. **Non-infrastructure**: Up to 30 percent (30%) of available program funds in each programming cycle may be used for non-infrastructure improvements including program operations, shuttle operations, plans, and studies.

3. **Increase transit access and ridership**: Priority consideration is given to transit projects that promote access, use, and connectivity to transit services and the transit system in Alameda County and throughout the region.

4. **Regional projects in the expenditure plans**: Priority consideration is given to regional projects identified in the expenditure plans and Countywide Transit Plans.

5. **Projects aligned with needs established within the Transit Plan**: Priority consideration is given to projects that align with the goals and investment priorities within the Alameda CTC's Transit Plan or similar long-range planning studies.

6. **Reliability of Service Operations**: Priority consideration is given to projects that address regionally significant transit issues and maintain and improve reliability, frequency, and cost effectiveness of operational services.

7. **Express Bus Services**: Priority consideration is given to Express Bus Services that have countywide significance. In general, projects must service residents from more than one specific area or jurisdiction in Alameda County or demonstrate how more than one area is served by transit connections that go beyond one planning area. Express Bus Service is defined as either:
    a. Service within zones with a defined pick-up area, nonstop express bus service, and a defined drop-off zone, or

b. Service that provides a simple route, has frequent service and fewer stops than regular fixed route service, and may include level boarding, bus priority at traffic signals, and signature identification of rapid buses such as color-coded buses, stops, and enhanced stations.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance transit access, convenience, and service operations in Alameda County. Alameda CTC's evaluation process will consider the balance of all project types and prioritize improvements relative to each other (i.e., capital projects to capital projects, operations to operations, study to study) as feasible and practical.

Transit Program funds will be available for projects that include, but are not limited to, the following:

- Transit service expansion, enhancement and preservation to provide congestion relief, such as express bus service in a congested area
- Development and implementation of transit priority treatments on local roadways
- Student transit pass programs identified through the affordable student transit program with models benefiting junior and high school youth riders
- Investments to improve the speed and reliability of transit operations
- Park-and-ride facility improvements
- Increased usage of clean transit vehicles
- Increased usage of low-floor transit vehicles
- Passenger rail station access and capacity improvements
- Feasibility or scoping only studies for capital projects
- Safe routes to school operations
- Safety education, enforcement, and promotional programs
- Transit incentive programs (including fare-based)
- Express bus services including capital expenses and operations

Note that ongoing funding for express bus service operations is limited to transit operations that would otherwise be eliminated or encounter service cuts due to severe budget shortfalls. Transit and shuttle operations that enhance existing service should be coordinated with the existing service and transit operator(s) to the extent feasible.

INELIGIBLE PROJECTS

- Routine bus maintenance
- Funding to replace funds for existing ongoing programs or transit operations
- Transit and shuttle operations that directly duplicate existing transit services

OTHER REQUIREMENTS

- Ongoing funding for service operations is limited to operations that would otherwise be eliminated or encounter service cuts due to severe budget shortfalls.

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SECTION 10: PROGRAMMING/ALLOCATION GUIDELINES FOR TRANSIT CENTER DEVELOPMENT PROGRAM

PROGRAM SUMMARY

The 2000 Measure B Transit Center Development (TCD) Program aims to create, expand, and enhance access to transit through capital infrastructure investments, service operations, and innovative transit projects.

Transit Center Developments are priority development areas (PDAs), transit villages, transit-oriented designs, and mixed-use residential or commercial areas designed to maximize access to public transportation. The California Department of Transportation defines TCD or Transit Oriented Development (TOD) as "moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitates transit use."

The 2000 Measure B funds shall be expended in accordance with the requirements of the Measure B Expenditure Plan (2000 TEP).

FUND SOURCE

2000 Measure B
Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that supports multiple projects to improve the County's transportation system. Collections began on April 1, 2002 and ended on March 30, 2022. The 2000 TEP outlines projects and programs ("projects") that will be funded with the sales tax revenues. Approximately 0.19 percent (0.19%) of the net revenue collected is dedicated to the TCD Program. The goal of the TCD Program is to encourage transportation development near transit centers to facilitate and support the growth of transit-oriented developments.

PROGRAMMING AND ALLOCATION PRIORITIES

The TCD Program seeks to award funding to advance TOD projects, and as identified in the 2000 TEP. The programming and allocation primary priority shall be for projects that contribute significantly to facilitating residential and retail development near transit centers and PDAs. In general, competitive projects serve residents from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

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1. **Support for TODs or PDAs**: Priority consideration is given to activities that promote access, use, and connectivity of transportation infrastructure that provides direct access to mixed use developments and housing near major transit facilitates in Alameda County.

2. **Consistent with the Expenditure Plan**: Priority consideration is given to projects that encourage the development of transit centers per the Measure B Expenditure Plan.

3. **Technical Assistance Program**: Priority consideration is given to a technical assistance program administered by Alameda CTC, known as the Sustainable Communities Technical Assistance Program, which supports jurisdictions in their technical planning efforts to complete studies and plans in a variety of topics that help advance TOD projects.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance the development of transit centers and transit-oriented communities in Alameda County. The program goal is to fund projects that will best serve the County. Alameda CTC's evaluation process will consider the balance of all project types and prioritize improvements relative to each other (i.e., capital projects to capital projects, operations to operations, study to study), as feasible and practical.

TCD Program funds will be available for projects that include, but are not limited to, the following:

- Capital infrastructure projects that support access to and from transit villages
- PDA planning and implementation of projects
- Studies and plans, including technical assistance programs that address multimodal access and complete streets implementation, streetscape and urban design work, and implementation of transit communities, priority development areas, and the associated components
- Consultant services (through a technical assistance program) to complete specific planning, environmental review, and project development tasks

INELIGIBLE PROJECTS

- Project activities that do not support the development or implementation of TODs or PDAs

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SECTION 11 PROGRAMMING/ALLOCATION GUIDELINES FOR TRANSPORTATION FUND FOR CLEAN AIR COUNTY PROGRAM MANAGER FUND (40%) PROGRAM

PROGRAM SUMMARY

The Bay Area Air Quality Management District (Air District) provides the Transportation Fund for Clean Air (TFCA) County Program Manager Fund (40%) Program from revenue generated by a regional four-dollar ($4) vehicle registration fee. TFCA-funded projects reduce motor vehicle emissions and achieve "surplus" emission reductions beyond the current requirements of regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, signal timing, and vehicle trip reduction programs.

Of the total TFCA revenue collected annually by the Air District for this program, 40 percent (40%) is returned to the county in which it was collected. As the designated TFCA Administering Agency for Alameda County, Alameda CTC is responsible for annually programming these funds. TFCA funds shall be expended in accordance with the requirements of the Air District's current TFCA County Program Manager Fund policies, the Air District's adopted county expenditure plans, and the provisions set forth in the annual TFCA 40% Master Funding Agreement between the Alameda CTC and the Air District.

FUND SOURCE

Transportation Fund for Clean Air

Pursuant to the 1988 California Clean Air Act, the Air District is required to periodically adopt a Clean Air Plan (CAP), which describes how the region will work toward compliance with state and federal ambient air quality standards and make progress on climate protection. To reduce emissions from motor vehicles, the CAP includes transportation control measures (TCMs) and mobile source measures (MSMs). A TCM is defined as any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions. MSMs encourage the retirement of older, more polluting vehicles and the introduction of newer, less polluting motor vehicle technologies.

To fund the implementation of TCMs and MSMs, the state legislature, through Assembly Bill (AB) 434 (Sher; Statutes of 1991) and AB 414 (Sher, Statutes of 1995), authorized the Air District to collect a fee of up to four dollars ($4) per vehicle per year, for reducing air pollution from motor vehicles and for related planning and programs. This legislation requires the Air District to allocate 40 percent (40%) of the revenue to an overall administering agency in each county. The overall administering agency must be designated by resolutions adopted by the county board of supervisors and a majority of the city councils representing a majority of the population.

AB 414 references the trip reduction requirements in the Congestion Management Program (CMP) legislation and states that Congestion Management Agencies (CMAs) in the Bay Area designated as AB 434 program managers (administering agencies) "shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of this chapter (the CMP Statute)." The Air District has interpreted this language to allow a wide variety of transportation control measures as eligible for TFCA 40 percent (40%) funding, including an expansion of eligible transit, rail, and ferry projects.

AB 414 also adds a requirement that designated county administering agencies adopt criteria for the expenditure of the county subventions and review the expenditure of the funds. The content of the criteria and the review were not specified in the bill. However, the Air District has specified that any criteria used by an administering agency must allocate TFCA funding to projects that are: 1) eligible under the law, 2) reduce motor vehicle emissions, 3) implement the relevant TCMs and/or MSMs in the Air District's most recently approved CAP, and 4) are not planning or technical studies.

PROGRAMMING AND ALLOCATION PRIORITIES

The Air District annually adopts policies for the TFCA County Program Manager Fund. The current Air District TFCA 40% Policies further define eligible projects and establish criteria for calculating emission reductions (i.e., TFCA cost-effectiveness). Projects authorized by the California Health and Safety Code (HSC) Section 44241 and achieve TFCA cost-effectiveness, but do not fully meet the Air District's current TFCA policies are subject to Air District approval on a case-by-case basis.

Only projects that reduce motor vehicle emissions are eligible for TFCA funding. Projects must achieve surplus emission reductions beyond current requirements of regulations, ordinances, contracts, or other legally binding obligations at the time of the execution of a project-specific fund transfer agreement between Alameda CTC and the Project Sponsor.

General Program Structure

As the designated administering agency for Alameda County, Alameda CTC is allocated 40 percent (40%) of the funds collected in Alameda County for this program. The Air District advances these funds to Alameda CTC in semi-annual installments each fiscal year. Alameda CTC must fully program the TFCA revenue received each year within the Air District's allowable time period. Any unallocated funds may be reallocated by the Air District. Alameda CTC prepares an annual TFCA 40 percent (40%) fund estimate as follows:

- A maximum of 6.25 percent (6.25%) of the annual revenue is used directly by Alameda CTC for program administration.
- The remaining 93.75 percent (93.75%) of funds are distributed as follows:
  - 70 percent (70%) of funds to population-based shares for the cities and County:
    - A minimum of $10,000 to each jurisdiction.
    - City population is updated annually based on the State Department of Finance (DOF) estimates.

        - Alameda CTC may choose to roll over a city or the county's annual 70 percent (70%) allocation for programming in a future year.
        - Alameda CTC may also borrow against the rolled over allocations to annually program all available revenues.
        - Unused funds from cancelled or completed projects are returned to the Project Sponsor's share of the fund estimate and are available for reprogramming in a future cycle.
        - Alameda CTC may also program against future TFCA revenue for projects that are larger than the annual funds available.
    - The remaining 30 percent (30%) of funds are programmed to transit-related projects on a discretionary basis:
        - Projects competing for the 30 percent (30%) discretionary funds will be evaluated based on the total emissions reductions projected from the project.
        - Project prioritization may consider the TFCA cost-effectiveness evaluation, the emissions reductions per total project dollar invested for the project, and the matching funds provided by the Project Sponsor.
        - Unused funds from cancelled or completed transit discretionary projects are returned to the 30 percent (30%) share of the fund estimate for reprogramming in a future cycle.
        - Alameda CTC may also program against future TFCA revenue for transit-related projects that are larger than the annual funds available.

ELIGIBLE PROJECTS

Consistent with the project types authorized under HSC Section 44241, projects eligible for TFCA funds include:

- Implementation of rideshare programs
- Purchase or lease of clean fuel buses for school districts and transit operators
- Provision of local feeder bus or shuttle service to rail and ferry stations and to airports
- Implementation and updating of local arterial traffic management, including but not limited to, signal timing, transit signal preemption, bus stop relocation, and "smart streets." As of 2023, to be eligible, signal timing/coordination projects require case-by-case approval by the Air District Board.
- Implementation of rail-bus integration and regional transit information systems
- Implementation of demonstration projects in telecommuting and in congestion pricing of highways, bridges, and public transit
- Implementation of vehicle-based projects to reduce mobile source emissions, including but not limited to zero-emission vehicles and fueling infrastructure, and advanced technology demonstrations
- Implementation of smoking vehicles program

- Implementation of an automobile buy-back scrappage program operated by a governmental agency
- Implementation of bicycle facility projects included in an adopted countywide bicycle plan or congestion management program
- Design and construction of physical improvements that support shifts to alternative transportation modes that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

INELIGIBLE PROJECTS

TFCA funds may not be used for:

- Planning activities that are not directly related to the implementation of a specific project
- Routine maintenance
- Purchase of personal computing equipment for an individual's home use
- Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively for the grantee's employees
- Costs of developing TFCA grant applications or fulfilling TFCA grant administration activities such as review and execution of funding agreements, preparation of requests for reimbursement, and reporting

OTHER REQUIREMENTS

TFCA Cost Effectiveness

The Air District requires the evaluation of projects proposed for and completed with TFCA funding for TFCA cost-effectiveness. Alameda CTC will measure cost-effectiveness based on the ratio of the TFCA cost divided by the total tons of emissions (reactive organic gases (ROG), oxides of nitrogen (NOx), and weighted particulate matter ten microns in diameter and smaller (PM10)) estimated to be reduced by the project. To calculate the TFCA cost-effectiveness, the TFCA project cost is the sum of the requested TFCA County Program Manager Funds and any secured TFCA Regional Funds. Air District-generated forms are used to calculate a cost effectiveness result of TFCA $/ton. Alameda CTC will only approve projects with TFCA cost effectiveness on an individual project basis that is equal to or less than: the thresholds of TFCA funds per ton of total ROG, NOx, and weighted PM10 emissions reduced ($/ton) by project type, as identified in the current Air District Board-adopted TFCA policies. Project Sponsors are required to provide Alameda CTC with the data necessary to evaluate projects for TFCA cost-effectiveness. This may include, but is not limited to, transit ridership, bicycle counts, verifiable survey data, vehicle data and results, and/or data from comparable projects.

Attributes of Cost-Effective TFCA Projects

The following list includes the project attributes typically associated with successful candidate projects for TFCA funding:

- Project purchases or provides service using best available technology or cleanest vehicle, e.g., achieves significant petroleum reduction, utilizes vehicles that have newer engines, does not include a Family Emission Limit engine (per vehicle's CARB-issued Executive Order), and/or has zero tailpipe emissions.
- Project is delivered or placed into service well in advance of regulatory changes (e.g., lower engine emission standards).
- A relatively low amount of TFCA funds is requested; grantee provides significant matching funds.
- Capital bike projects are new facilities (not upgrades) and close a gap in existing lanes or increase the number of existing racks/lockers.
- For vehicle trip reduction projects (e.g., shuttle/feeder bus service and ridesharing projects):
  - Project provides service to relatively large percentage of riders/participants that otherwise would have driven alone over a long distance.
  - Project provides "first and last mile" connection between employers and transit.
  - Service travels relatively short distances between start and end point and has relatively low mileage and a minimal amount of non-service miles. Shuttle operates on a route (service and non-service miles) that is relatively short in distance.
- For vehicle-based projects:
  - Vehicle has high operational use, annual mileage, and/or fuel consumption (e.g., taxis, transit fleets, and utility vehicles).
- Capital projects for trip reduction:
  - Pre- and post-project counts demonstrate high usage and potential to affect mode or behavior shift that reduces emissions.
  - Project demonstrates a strong potential to reduce motor vehicle trips by significantly improving mobility via walking, bicycling, and transit.
  - Project is located along high-volume transit corridors and/or is near major activity centers such as school's employment, transit, civic, or retail.

TFCA Expenditure Period

TFCA funding is subject to a TFCA expenditure period. In general, the Air District TFCA 40% policies allow for a two-year expenditure period unless a longer expenditure period is established at the time of programming. For projects that provide a service, such as ridesharing programs and shuttle/feeder bus projects, the TFCA grant period is limited to not more than two years for operations, except for bike share (Bay Area Bike Share) projects, which have a TFCA grant period of up to five years. For shuttle and program operations projects to receive TFCA funding in subsequent funding cycles, they must be re-evaluated for TFCA cost effectiveness with each application based on the most current project data. Alameda CTC may approve no more than two one-year extensions to the TFCA expenditure period. Subsequent extensions may be granted on a case-by-case basis by both Alameda CTC and Air District staff.

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SECTION 12: PROGRAMMING/ALLOCATION GUIDELINES FOR STP/CMAQ FUNDS ONE BAY AREA GRANT PROGRAM

PROGRAM SUMMARY

The One Bay Area Grant (OBAG) Program is a federal funding program designed to support the implementation of Plan Bay Area, the region's first Sustainable Communities Strategy (SCS). The OBAG Program continues to integrate the region's federal transportation program with California's climate statutes and the SCS. It also contributes to the implementation of the goals and objectives of the Regional Transportation Plan.

Overall, the OBAG Program goals include:

- Support the SCS by linking transportation dollars to land use decisions.
- Target transportation investments to support PDAs.
- Further Alameda County's Priority Development Area Investment and Growth Strategy.

MTC develops a new framework and guidelines for each OBAG cycle. These include program priorities and policies, selection criteria, revenue estimates, project categories, and county programming policies and deadlines. Refer to MTC's website for more OBAG information: https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-fhwa-grants

To date, MTC has completed three OBAG programming cycles:

- OBAG Cycle 1: MTC Resolution 4035
- OBAG Cycle 2: MTC Resolution 4202
- OBAG Cycle 3: MTC Resolution 4505

FUND SOURCES

OBAG funding is based on anticipated future federal apportionments of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funding. The STP and CMAQ programs are the primary discretionary federal funding sources distributed to regions for transportation and can fund a variety of project types, including public transit, bicycle and pedestrian, and local road and highway projects.

Additional information related to the Alameda CTC's nominating of Alameda County projects for federal OBAG funds is available on the Alameda CTC website: http://www.alamedactc.org/app_pages/view/19025.

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SECTION 13: PROGRAMMING/ALLOCATION GUIDELINES FOR STATE TRANSIT ASSISTANCE COUNTY BLOCK GRANT PROGRAM

PROGRAM SUMMARY

State Transit Assistance (STA) funds are generated by the sales tax on diesel fuel and may be used by eligible transit operators for capital or operating purposes. The STA population-based funds MTC receives are based on the region's share of the state population. Through MTC Resolution 4321, first adopted in 2018, MTC established a policy for the programming and allocation of these funds with the creation of a STA County Block Grant Program, through which 70 percent (70%) of the funds are directed to the nine Bay Area County Transportation Agencies (CTAs), to determine how to invest the funds in public transit services/projects for their respective counties. The remaining 30 percent (30%) is programmed directly by MTC.

MTC Resolution 4321 includes several policy conditions for the STA County Block Grant Program: small and north county operator minimum shares, mobility management program requirements, MTC approval for STA fund exchanges, a coordinated claim process, the submission deadline, performance measures, and annual reporting requirements.

CTAs are to adopt a county-level framework for how STA County Block Grant funding is to be distributed to the eligible transit operators within their respective counties. The distribution of Alameda County's share of STA County Block Grant funds is reviewed by the Alameda CTC Commission every two years.

The Alameda County STA Block Grant formula for FYs 2025-26 and 2026-27 was adopted by the Commission in April 2025.

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SECTION 14: PROGRAMMING/ALLOCATION GUIDELINES FOR STATE TRANSPORTATION IMPROVEMENT PROGRAM

PROGRAM SUMMARY

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP is composed of two sub-elements: 75 percent (75%) of STIP funds go toward the Regional Transportation Improvement Program (RTIP) and 25 percent (25%) of STIP funds go to the Interregional Transportation Improvement Program (ITIP).

Alameda CTC adopts and forwards a program of RTIP projects to MTC for each STIP cycle. As the Regional Transportation Planning Agency for the nine-county Bay Area, MTC is responsible for developing the regional priorities for the RTIP. MTC approves the region's RTIP and submits it to the California Transportation Commission for inclusion in the STIP. The California Department of Transportation is responsible for developing the ITIP.

Principles for the Development of the Alameda County 2026 STIP Project List
(approved July 2025)

- It is anticipated that any new funding programmed in the 2026 STIP will be made available in Fiscal Years (FYs) 2029-30 and/or 2030-31.
- Previously-approved County and/or regional commitments for STIP programming will be considered during the development of the 2026 STIP project list.
- Sponsors of currently programmed STIP projects will be required to provide updated project scope, status, schedule, cost and funding information.
- Any project considered for funding must be consistent with the Countywide Transportation Plan (CTP) and satisfy all STIP programming requirements.
- Projects recommended for STIP funding must demonstrate readiness to meet applicable STIP programming, allocation and delivery requirements, and deadlines, including federal requirements.
- Consideration of the following are proposed for the required project prioritization for the development of the 2026 STIP project list:
  - The principles and objectives set forth in the Alameda CTC Comprehensive Investment Plan
  - Projects that can leverage funds from other federal, Senate Bill 1 (SB1) and regional programs
  - Previous commitments for STIP programming approved by Alameda CTC, which may include existing STIP projects with remaining funding needs eligible for additional STIP funding
  - The degree to which a proposed project, or other activity intended to be funded by transportation funding programmed by Alameda CTC, achieves or advances the goals and objectives included in the CTP

- The degree to which a proposed project has viable project implementation strategies based on current project-specific project delivery information provided by applicants, including:
  - Readiness for the current/requested project delivery phase
  - Status of environmental clearance, including federal National Environmental Policy Act (NEPA)
  - The project cost/funding plan by phase, including demonstration of a complete funding plan for the phase for which STIP funding is requested
  - The potential for phasing of initial segment(s) that are fully funded and provide independent benefit
  - Potential impediments and risks to successful project implementation in accordance with the proposed project delivery schedule

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SECTION 15 PROGRAMMING/ALLOCATION GUIDELINES FOR REGIONAL MEASURE 3 PROGRAM

PROGRAM SUMMARY

To help solve the Bay Area's growing congestion problems, MTC worked with the state legislature to authorize a ballot measure that would finance a comprehensive suite of highway and transit improvements from increased tolls on the region's seven state-owned toll bridges. Senate Bill 595 (authored by Senator Jim Beall of San Jose) was passed by the legislature and signed into law by Governor Brown in fall 2017.

Toll revenues will be used to finance a $4.45 billion slate of highway and transit improvements in the toll bridge corridors and their approach routes.

Major projects in the Regional Measure 3 (RM 3) expenditure plan include new BART cars to accommodate growing ridership; extending BART's Silicon Valley service to Santa Clara; extending Caltrain to downtown San Francisco; expanding San Francisco Muni's transit vehicle fleet; more frequent transbay bus service; interchange improvements in Alameda, Contra Costa, and Solano counties; an expanded express lane network; expanded ferry service; a direct freeway connector from northbound U.S. 101 in Marin County to the Richmond-San Rafael Bridge; upgrades to relieve congestion in the Dumbarton Bridge corridor; improving State Route 37; extending the new SMART rail system to Windsor and Healdsburg and many more projects.

Refer to the Regional Measure 3 Expenditure Plan:
https://mtc.ca.gov/sites/default/files/Final_RM3_Expenditure_Plan.pdf

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ALAMEDA
County Transportation Commission

2026 Comprehensive Investment Plan

Appendix E

CIP Policies and Procedures



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Alameda County Transportation Commission

COMPREHENSIVE INVESTMENT PLAN
POLICIES AND PROCEDURES

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POLICY 1: PROCEDURES FOR PROGRAMMING AND ALLOCATIONS

POLICY: The Alameda County Transportation Commission (Alameda CTC) has programming and allocation authority for a variety of transportation fund sources. Alameda CTC shall approve programming and allocations in accordance with the requirements of the individual fund source and with the standard procedures set forth herein.

Programmed funds in the Comprehensive Investment Plan (CIP) represent a commitment of funds to a Project Sponsor. Programmed funds are not available for expenditure unless and until Alameda CTC approves an allocation of the programmed amount. Only after allocation can funds be encumbered through funding agreements between Alameda CTC and the Project Sponsor, or for Alameda CTC-sponsored projects through contracts for costs that Alameda CTC directly incurs.

PURPOSE: Alameda CTC makes programming recommendations for the Alameda County shares of certain local, regional, state, and federal funds. The purpose of this policy is to establish standard definitions and procedures by which Alameda CTC exercises its programming and allocation authority. The programming and allocation procedures for each of the fund sources within the purview of Alameda CTC ("Alameda CTC Administered Funds") are consolidated through the CIP to standardize the programming and allocation process to the extent practical for such fund sources, while maintaining compliance with the requirements for individual fund sources.

GUIDELINES: Programmed funds are adopted into the applicable programming document by the governing board of the agency or commission with statutory authority for the administration of the fund program.

Alameda CTC administers the following local, voter-approved funding programs:

- The 1986 Measure B Program
- The 2000 Measure B Program
- The 2010 Vehicle Registration Fee (VRF) Program
- The 2014 Measure BB Program

The commitments from the local, voter-approved funding programs are established in the expenditure plans included in the ballot measure language for each program. The 1986 Measure B, 2000 Measure B, 2010 VRF, and 2014 Measure BB transportation expenditure plans each include a set of commitments to fund the programs and projects listed in the plan. The strategic plan prepared for each of the individual funding programs confirms the funding commitments, allocated amounts, and the plan for future allocations. The strategic plan also functions to guide programming and allocation

for the individual fund sources to priority transportation investments based on a set of guiding principles.

Alameda CTC also administers the programming and allocation process for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund in compliance with the requirements of the Bay Area Air Quality Management District (Air District), which delegates the programming and allocation administration to Alameda CTC.

Alameda CTC also makes programming and allocation recommendations for other fund sources such as the State Transportation Improvement Program (STIP), Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program (through the One Bay Area Grant program), and other funds as they become available to Alameda County that are contingent upon final approval by the respective governing boards of the agencies with programming authority, e.g., the Metropolitan Transportation Commission (MTC) and/or the California Transportation Commission (CTC).

Programmed amounts for a given project represent the amount committed to the project, subject to allocation. An allocated amount represents the amount available for encumbrance through project funding agreements and/or contracts, either directly with Alameda CTC or the funding agency with programming authority. Funds encumbered through project funding agreements and/or contracts are available for reimbursement of eligible project costs. These definitions are expanded with specific procedural considerations below:

- **Commitment Amount:** For the local, voter-approved funding programs administered by Alameda CTC, the expenditure plan contains the funding commitment amount. Commitment amounts for the local, voter-approved funding programs are confirmed in the Alameda CTC Strategic Plan appendix in the CIP.

- **Programmed Amount:** The CIP serves as the programming document for Alameda CTC Administered Funds.

    - Programmed amounts approved in the CIP for the local, voter-approved funding programs are based on the commitment amounts and the requirements included in the expenditure plan for the specific funding program.

    - Programmed amounts approved in the CIP for the TFCA County Program Manager Fund are based on the programming and allocation process administered by Alameda CTC in accordance with Air District requirements.

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- Programmed amounts shown in the CIP for fund sources not directly administered by Alameda CTC may be included for informational purposes to reflect the current programming information available from the agency with the statutory programming authority for the fund source.

- Programmed amounts are typically approved for a specific project phase in a specific fiscal year. Funds programmed in specific fiscal years are required to be allocated by the end of the fiscal year in which the funds are programmed. Changes to programmed amounts require amendments to the CIP.

- **Allocated Amount:** The CIP five-year programming window includes a two-year allocation plan (i.e., the first two years of the five-year window). The CIP Allocation Plan shows allocation amounts Alameda CTC approved for Alameda CTC Administered Funds and anticipated allocations to be approved by other agencies.

  - Allocated amounts shown in the CIP for local, voter-approved funding programs are considered approved by Alameda CTC upon approval of the CIP (if the allocations have not been previously approved by Alameda CTC under separate action).

  - Allocated amounts shown in the CIP for the TFCA County Program Manager Fund are considered approved by Alameda CTC upon approval of the CIP (if the allocations have not been previously approved by Alameda CTC under separate action, or if the allocated amount shown is dependent on a future programming approval).

Request for Allocation Process

For the fund sources directly administered by Alameda CTC, request for allocation packages may consist of a CIP funding application or a specific request for allocation for a named project in the transportation expenditure plans. The amount of funding available for allocation to a given project, or project phase, is limited by the programmed amount for the project, or project phase, programmed in a fiscal year that is eligible for allocation at the time of the allocation request.

Allocation requests for Alameda CTC Administered Funds should be submitted to Alameda CTC at least sixty (60) days prior to the Alameda CTC meeting at which the Project Sponsor requests the allocation approval, or the meeting at which the next CIP or CIP Update will be approved. The request for an allocation package shall be in a

format provided by Alameda CTC or a format that at minimum includes details about the program or project scope, cost, funding, and schedule detailed by phase. The request package shall reflect total cost and funding amounts based on progress to date at the time of the request.

Request for allocation packages received by Alameda CTC will be considered in the context of the CIP in effect at the time of the request. Alameda CTC reviews allocation requests to confirm items such as financial viability, project delivery readiness, and funding availability to reimburse eligible project costs. If conditions warrant a review of the assumptions used for the most recent overall financial analysis, an updated overall financial analysis may be required to determine whether the requested allocation would have an adverse impact on funding commitments to other projects.

Alameda CTC approves allocations, or modifications to allocations, based on staff recommendations, and allocation requests submitted by Project Sponsors are typically approved through the annual/biennial CIP programming and allocation processes.

Allocated amounts approved by Alameda CTC must be encumbered in funding agreements with Project Sponsors or in contracts for project costs incurred directly by Alameda CTC, in accordance with the CIP's policy for Timely Use of Funds Allocated by the Alameda CTC Commission (Commission).

For funding identified as allocated in the CIP from other regional, state, federal sources not directly administered by Alameda CTC (e.g., STIP, OBAG), Project Sponsors are to follow the administering agency's requirements for requesting an allocation/obligation and entering into a funding agreement.

Allocation Considerations for Partially Funded Projects and Right-of-Way Phases
Funding allocations for phases beyond the environmental phase are considered at increased risk if a Project Sponsor has not identified or secured funding for all phases to complete the project funding plan.

Prior to making an allocation to a project with a known funding shortfall, Alameda CTC will perform risk analytics on the project and requested funding prior to making such allocation recommendation to the Commission. In this risk assessment, Alameda CTC will consider the project's and Project Sponsor's potential to use Alameda CTC funds to leverage and secure prospective funding from federal, state, regional, and local sources outside of Alameda CTC's purview, and the project's viability to be completed in a timely manner.

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Right-of-way allocations shall be limited to projects that have a complete and viable project funding and delivery plan as assessed for firm funding commitments/partners and tangible plan to address identified project deliverability issues.

Right-of-way allocations to projects that contain funding shortfalls, uncertain project funding plans, and/or potential issues in project delivery are considered high risk and will only be considered under very rare circumstances. Such right-of-way allocations must have an agreed upon understanding of how the Project Sponsor shall return the right-of-way allocation to Alameda CTC should the project fail to enter the construction phase and/or reach project completion within an established timeframe.

The agreed upon terms, including methods of repayment in arrears, shall be included with the request for allocation package submitted to Alameda CTC for consideration. If such allocation request is approved, the agreed upon terms shall be included in the subsequent funding agreement between Alameda CTC and Project Sponsor.

Changes to Approved Allocations

Increasing or decreasing an allocation amount requires a written request by the Project Sponsor.

- **Increasing Allocations:** Request for an increase to an allocation is on a case-by-case basis for extraordinary circumstances, and subject to Commission approval. To increase the total amount of an allocation there must be sufficient capacity in the committed amounts for named projects in voter-approved expenditure plans, programming/funding capacity, and reasonable justification for increasing the allocation amount.

- **Decreasing Named Project Allocations:** For projects named in the voter-approved transportation expenditure plans, a reduction to an allocated amount will be credited for future reallocation to the project. Periodically through the CIP, Alameda CTC will deallocate unused funds related to project cost savings, fund rescissions, or inactive/infeasible project delivery.

- **Shifting Allocations Between Phases:** Funds allocated to a project by Alameda CTC may be shifted between the approved allocations, and requests are considered on a case-by-case basis. Requests for shifting allocated funds shall include updated project information that reflects the requested shift and allows for a before-and-after comparison of the project implementation plan. Funding shortfalls in the current or subsequent phases, which result from a requested shift of allocated funds, shall be considered an adverse impact to implementation.

Requests for shifting funds between allocations which do not change the total amount allocated to the project from an individual funding program, e.g., Measure B, Measure BB, or VRF, may be approved by the Executive Director or a designee of the Executive Director if the shift will not adversely impact project implementation. Any requests for shifting funds between project phases that will change the allocation amount from an individual funding program, e.g. Measure B, Measure BB, or VRF, shall require consideration and approval by the Commission.

Effective Date for Reimbursable Costs

The effective date for reimbursable costs is generally based on the start of the fiscal year in which the allocated funds are identified in the CIP. The amounts shown in the first two fiscal years of the CIP for fund sources Alameda CTC allocated shall be considered allocated in the fiscal year shown for the project phase(s) indicated upon approval of the CIP (if not already approved by Alameda CTC through a separate action).

For allocations made through a separate Commission action, the effective date of reimbursable cost shall be the date of the Commission's approval, unless otherwise stated in the approved allocation request.

Funds administered by agencies other than Alameda CTC, such as the CTC, MTC, or the Federal Highway Administration (FHWA), are included in the CIP for informational purposes only and must be approved, allocated/obligated, and encumbered by the agency that administers the particular fund source with the effective date identified for commencing eligible activities and incurring reimbursable costs.

Retroactive Allocations

Generally, reimbursable costs are to be incurred only after the allocation is approved by the Commission and encumbered through a funding agreement or a contract. On a case-by-case basis, Alameda CTC may consider identifying a retroactive allocation date to allow the eligible date to incur reimbursable costs prior to the date the Commission approves the allocation.

Approval of retroactive allocations shall be based on which fund sources were originally identified to reimburse the costs, and to what purpose, if any, the freed-up funding will be committed. There are also certain requirements related to the procurement process and methodology for contracts funded wholly, or in part, by voter-approved funds. Any costs intended for the retroactive allocation for contracts that do not comply with the goal setting requirements set forth in Alameda CTC's Local Business Contract Equity Program (LBCE) must be identified in the request for allocation package and determined eligible for Measure BB funding. If a retroactive allocation of Measure BB funds is approved to cover contract costs in arrears, the reporting requirements set forth in the LBCE Program shall apply to the entire contract from inception.

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POLICY 2: ENVIRONMENTAL APPROVAL AND FULL FUNDING FOR MEASURE B AND MEASURE BB-FUNDED CAPITAL PROJECTS DEADLINE

POLICY: Capital projects funded wholly, or in part, by Measure B and/or Measure BB shall receive all necessary environmental clearance approvals and have a full funding plan for the proposed improvements as required by the transportation expenditure plan for each measure.

- For the 2000 Measure B, no projects remain that are subject to this policy, as deadlines occurred in previous years.
- For the 2014 Measure BB, named projects were required to receive all necessary environmental clearance approvals and have a full funding plan for the proposed improvements by December 31, 2022. Project Sponsors may continue to appeal to Alameda CTC for one-year time extensions, subject to Alameda CTC approval.

PURPOSE: To ensure that the projects included in the 2000 Measure B and 2014 Measure BB transportation expenditure plans can be completed in a timely manner, and to provide a process by which Project Sponsors may appeal to Alameda CTC for one-year time extensions. The intent is to require continued due diligence by the Project Sponsor to secure environmental clearance approvals and a full funding plan.

GUIDELINES: The 2000 Measure B Transportation Expenditure Plan (2000 TEP) and the 2014 Measure BB Transportation Expenditure Plan (2014 TEP) both contain provisions for projects which cannot clear the Environmental Approval process or cannot do so in a timely manner. There are no remaining 2000 Measure B capital projects subject to the environmental clearance approval or full funding policy.

The 2014 TEP establishes a deadline for environmental clearance approval and a full funding plan for each capital project that receives Measure BB capital funding. Environmental clearance approval is defined as the issuance of a Categorical Exclusion (CE), a Finding of No Significant Impact (FONSI), or the filing of the Record of Decision (ROD) for National Environmental Policy Act documents and the Notice of Determination or Notice of Exemption for California Environmental Quality Act documents. A full funding plan is defined as a plan containing a reliable cost estimate and sufficient funding identified to cover the estimated costs. The 2014 Measure BB deadline was December 31, 2022; however, the 2014 TEP includes provisions for sponsors to request one-year time extensions to the deadline, subject to Alameda CTC approval.

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POLICY 3: TIMELY USE OF FUNDS POLICIES – ALLOCATIONS AND FUNDING AGREEMENTS

POLICY: Allocations shall be encumbered in a funding agreement between Alameda CTC and the recipient agency incurring the reimbursable costs, or in a contract for costs incurred directly by Alameda CTC, within twelve (12) months from the date the Alameda CTC Commission approves the allocation.

Allocated funds not encumbered by the deadlines established in this policy are subject to rescission and reprogramming at Alameda CTC's discretion.

PURPOSE: To ensure that funding allocated and distributed by Alameda CTC is expended expeditiously to implement the improvements and services for which the allocations and distributions were approved.

GUIDELINES: Alameda CTC's allocation recommendations and approvals are based on a Project Sponsor's request for allocation package/funding application that contain a specific scope, cost, and schedule. This policy requires Project Sponsors to encumber allocated funds through an executed project funding agreement or contract within twelve (12) months of an approved allocation to ensure accountability and consistency with the Project Sponsor's allocation request. Measure BB Named Capital Project allocations are to be encumbered as soon as possible following Commission approval, within six (6) months of the approved allocation, if not earlier.

The project fund agreements between Alameda CTC and the recipient agency outline the agreed upon reimbursable costs, budget, scope, and schedule. Once an agreement is executed, Project Sponsors are expected to begin work on the allocated phase based on the delivery guidelines below, or per the schedule contained in the executed project funding agreement.

Project Phase	Maximum Expenditure Timeline
Planning/Scoping	• Activity must be complete within twenty-four (24) months from the date of allocation.
Preliminary Engineering/ Environmental	• Activity must be complete within twenty-four (24) months from the date of allocation.
PS&E (Final Design)	• Activity must be complete within twenty-four (24) months from the date of allocation.
Construction	• Activity must be complete within thirty-six (36) months from the date of allocation.

Requests for Time Extension

Project Sponsors may request time extensions to funding-related deadlines established by policy, deadlines required at the time of allocation, or expiration dates established in

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funding agreements. Project Sponsors are limited to requesting a single time-extension of up to thirty-six (36) months that requires approval by the Commission.

Such requests for extensions shall be submitted in writing to Alameda CTC at least ninety (90) days prior to the deadline for which an extension is being requested and at least sixty (60) days prior to the regularly scheduled Commission meeting at which the request will be considered for approval.

Time extension request packages submitted to Alameda CTC shall include a detailed explanation of the conditions or circumstances that have changed since the deadline was established, and the corresponding impact to the remainder of the project implementation schedule if the extension is approved. Extensions to delivery deadlines established in funding agreements shall be submitted, reviewed, and approved in accordance with the provisions set forth in the funding agreement. Following approval of the one allowable time extension, any subsequent requests for additional time extensions will be considered by Alameda CTC on a case-by-case basis only for rare and extraordinary circumstances.

Fund Rescission/Reprogramming

Allocated funds not encumbered into a funding agreement by the deadlines established in this policy or used in a manner inconsistent with these guidelines are subject to rescission and reprogramming at Alameda CTC's discretion. Failing to meet timely use of funds requirements, fund agreement requirements, funding commitments, project schedules, or applicable regulations could result in loss or withholding of funds.

If funding awards are withdrawn, the corresponding projects and allocations may be deprogrammed from the CIP. If allocations are withdrawn (e.g., due to project delays), at Alameda CTC's discretion the funds may be reprogrammed to a future year of the CIP. Project Sponsors who fail to meet the timely use of funds deadlines may be penalized during the next CIP programming and allocation cycle.

POLICY 4: ELIGIBLE COSTS FOR REIMBURSEMENT

POLICY: Program and project costs Alameda CTC reimburses shall be segregated into project phases to correlate with the encumbrance(s) from which reimbursement is requested. Funds shall be encumbered in a funding agreement between Alameda CTC and either the Project Sponsor or, if different from the sponsor, the implementing agency which incurs the reimbursable costs, or in a contract with Alameda CTC for project costs incurred directly by Alameda CTC.

For Alameda CTC implemented projects, eligible staff and other direct costs incurred directly by Alameda CTC shall be considered encumbered when they are included in the

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annual budget adopted by the Commission. Costs submitted for reimbursement shall be limited to activities, materials, and services directly related to the implementation of the scope of the project for which the funds were allocated and subsequently encumbered in a funding agreement. Eligible costs shall be incurred in accordance with the provisions set forth herein or be at risk of being determined ineligible for reimbursement by Alameda CTC.

PURPOSE: To limit the expenditures of Alameda CTC Administered Funds to the reimbursement of eligible project costs and to provide general guidance to implementing agencies which incur the reimbursable costs.

GUIDELINES: Alameda CTC approves reimbursements of eligible project costs based on requests for reimbursements submitted by Project Sponsors or implementing agencies which incur the reimbursable costs. The requirements for the requests for reimbursement are included in the project funding agreements between Alameda CTC and the recipient agency. In general, the request for reimbursements must identify the total costs by phase, be consistent with the agreed upon eligible costs, and segregate Alameda CTC's and the Project Sponsor's costs in accordance with cost sharing arrangement as described in the project funding agreement.

The following describes the eligible costs for specific phases:

Project Phase	Eligible Costs Requirements
Planning/Scoping	• Project Sponsor staff costs, consultant costs, and other direct costs necessary to prepare a well-developed project delivery plan or scoping document. • For projects that require a formal scoping document such as projects on the State Highway System or with state or federal funding, the preparation of the scoping document is eligible for scoping phase funding.
Preliminary Engineering/ Environmental	• Project Sponsor staff costs, consultant costs, and other direct costs necessary to perform preliminary engineering and to secure approval for the appropriate environmental document for the project.
Plan, Specification and Estimate (Final Design/ PS&E)	• Project Sponsor staff costs, consultant costs, and other direct costs necessary to prepare final PS&E and to provide support during the bidding process until the time of contract award. • Services beyond the contract award are considered design services during construction, which are typically included in the Construction Support Phase. The milestone (i.e., advertisement, award, etc.) at which the costs change from being budgeted and tracked in the PS&E Phase to the Construction Support Phase may vary on a case-by-case basis. Regardless of the phase in which the advertised-bid-award costs are

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Project Phase	Eligible Costs Requirements
	budgeted and tracked, they should be clearly segregated from other costs in the same phase.
Right-of-Way Acquisition and Support Phases	• Project Sponsor staff costs, consultant costs, and other direct costs necessary for the acquisition of right-of-way, right-of-way preservation, and hardship acquisitions. • Right-of-way acquisitions initiated prior to environmental clearance approval for the project for which the right-of-way is required, shall not be eligible for reimbursement by Alameda CTC unless specifically authorized in the funding agreement. The cost of eligible right-of-way acquisitions shall be supported by an appraisal prepared by a professional appraiser. The appraisal report shall be provided to Alameda CTC with the allocation request package. • Right-of-way activities related to property not required for the program or project as programmed shall be at the expense of Project Sponsor to the extent such costs can be determined. • If excess right of way is sold, used for purposes other than the program or project as programmed, or otherwise disposed of, a share of any proceeds from the sale of such excess property shall be returned to Alameda CTC based on the prorated percentage of Alameda CTC funding contributed to the property purchase. • If condemnation procedures are required to obtain access to right of way, Alameda CTC will consider the required deposit as an eligible cost and reimburse the Project Sponsor upon request in accordance with the funding agreement. If the amount of reimbursement to the Project Sponsor is higher than the Alameda CTC funding share of the amount of settlement in the final order of condemnation, the Project Sponsor shall pay Alameda CTC the difference between the amount reimbursed and the Alameda CTC funding share of the amount settled plus the Alameda CTC funding share of the interest accrued to the deposit account. • Property acquired for a project using Alameda CTC funding shall be available for project construction within ten (10) years of Alameda CTC reimbursement to the Project Sponsor. If, after ten (10) years, the property has not been utilized for the project as programmed, the Project Sponsor shall reimburse Alameda CTC for its proportional share of the fair market value of the property, based on the net proceeds from the sale of the property or an appraisal of the property conducted at no cost to Alameda CTC, within one year after the expiration of this ten (10) -year period. • If right of way is acquired for a project as programmed and is not utilized for the project as programmed, because the project has been modified or de-programmed, Alameda CTC shall be reimbursed its proportional share of the fair market value of the property, based on the net proceeds from the sale of the property or an appraisal of the property conducted

Project Phase	Eligible Costs Requirements
	at no cost to Alameda CTC, within one year from the time the project is modified or de-programmed.
Construction Capital and Support Phases	• Project Sponsor staff costs, consultant costs, contractor costs, and other direct costs necessary for all construction expenditures on the project that are part of the scope of work agreed to by Alameda CTC, including the Project Sponsor's management oversight expenses associated with the construction of the project. • If the Project Sponsor includes additional work beyond the scope of the project as programmed by Alameda CTC, such work and all related costs shall be segregated from the project costs funded by Alameda CTC. Costs not associated with the scope of the project as programmed by Alameda CTC shall be at the expense of the Project Sponsor and shall not count as a match for Alameda CTC funding for the project as programmed by Alameda CTC. • Items of work within the scope of the project as programmed, but utilizing more expensive than standard treatment, such as specialized lighting standards and signs, more elaborate landscaping, specialized treatment on the face of soundwalls/retaining walls, and specialized sidewalk/hardscape treatments, will be eligible for reimbursement only if they are agreed to in advance and no additional Alameda CTC funding is required.
Rolling Stock and Equipment Acquisition Phases	• Rolling stock purchased by the Project Sponsor and reimbursed by Alameda CTC shall remain in the Project Sponsor fleet for a minimum of five (5) years. If the rolling stock is removed from the fleet prior to the required five (5) years, the Project Sponsor shall notify Alameda CTC. If the rolling stock is sold and the receipts of the sale are not used to purchase replacement rolling stock, the proceeds from the sale shall be returned to Alameda CTC. • The Project Sponsor shall prepare and submit to Alameda CTC for approval, prior to the beginning of service, an operations schedule indicating the frequency, vehicle type, and operating hours of the rolling stock purchased by the Project Sponsor for the program or project as programmed. The rolling stock used in this service will be the same type as purchased with Alameda CTC funding but may not be the exact vehicles due to the need to rotate vehicles in the fleet. The approved service level shall be maintained, at a minimum, for five (5) years. If the minimum service level is not maintained, the Project Sponsor shall reimburse Alameda CTC for its share of the reduced service based on vehicle needs for the reduced service and the salvage value of the rolling stock purchased by the Project Sponsor and reimbursed by Alameda CTC. • Specialized equipment required for the project must be identified in the project funding agreement to be eligible for reimbursement with Alameda CTC Administered Funds.

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In addition to the individual phase requirements described above, the following general provisions apply to cost eligibility and exclusions for any phase:

Cost Type	Eligible Costs Requirements
Contract Costs	• Costs incurred via contracts between the implementing agency and consultants, contractors, suppliers or other vendors are eligible for reimbursement from the local, voter-approved funding programs administered by Alameda CTC if the contract is established in accordance with Alameda CTC's Local Business Contract Equity (LBCE) Program. The LBCE Program applies to contracts funded wholly or in part with local, voter-approved funding programs administered by Alameda CTC. While not every contract funded in part by local, voter-approved funding programs administered by Alameda CTC will require a contract goal to be set during the procurement process, every contract is required to comply with the reporting requirements of the LBCE program.
Project Sponsor Staff Costs	• Costs for Project Sponsor staff working on the project (direct implementation costs) will be eligible for reimbursement by Alameda CTC Administered Funds. Staff hours must be segregated on timesheets, or otherwise documented through an alternative method, approved by Alameda CTC. • Project Sponsor overhead and general administrative costs not directly related to project implementation are ineligible for reimbursement by Alameda CTC, unless otherwise approved by Alameda CTC. • Hourly wages and fringe benefits for Project Sponsor staff will be reimbursed based on the actual wage rate plus the audited fringe benefit rate supplied by the Project Sponsor. Alameda CTC will review and approve a fringe benefit rate based on documentation provided by the Project Sponsor. Approved fringe benefit rates will be set forth in the project funding agreement, but in no case will fringe benefits of more than 70 percent (70%) of the hourly wage be approved. • For Measure B, Measure BB, and Vehicle Registration Fee (VRF) Direct Local Distribution (DLD) recipients, Project Sponsor staff costs related to project administration and/or management of professional services and construction contracts are not eligible for reimbursement with allocated funds per the Local Cooperation Policy, unless specifically allowed in a project funding agreement.
Alameda CTC Project Support Requested by Project Sponsor	• If requested by the Project Sponsor, Alameda CTC will consider providing support staff and/or consultant support for a project. Costs for these services will be considered eligible costs and be reimbursed to Alameda CTC from project funds or be deducted directly by Alameda CTC from Alameda CTC funding allocated for the project.
Bonding Costs	• If Alameda CTC determines it is in the best interest of a funding program to sell bonds or otherwise incur financing costs to deliver the projects included in the funding program, the cost of bonding and financing, including interest payments, shall be considered a program-wide cost and shall be identified in the CIP as the first priority repayment.

Cost Type	Eligible Costs Requirements
	• If a Project Sponsor wishes to independently bond or use other approved borrowing programs, Alameda CTC funding is eligible to reimburse expenses incurred by the Project Sponsor for staff time, consultant costs, principal payments, and the associated cost required to finance the project.
Fund Exchanges	• Alameda CTC may consider and approve fund exchanges on a case-by-case basis. Any exchange payments of Alameda CTC funding must be identified in the project funding agreement to be eligible for reimbursement.
Miscellaneous Costs	• The costs of fees from other agencies, including permit fees or reimbursement for review, or oversight costs needed for the project, are eligible project costs with the exception of the cost of permits, fees, or Project Sponsor oversight. Reimbursable eligible costs must be consistent with the Local Cooperation Policy. • Direct costs, such as reproduction, shipping, mileage, and long-distance calls, will be considered for reimbursement if they can be independently documented as directly relating to the implementation of the program or project for which the funds were allocated. Air travel and overnight stays are not eligible unless prior approval is obtained from Alameda CTC.
General Exclusions	• Costs not directly related to the implementation of the project as programmed and/or inconsistent with an approved environmental document, as applicable, will not be eligible for reimbursement with Alameda CTC Administered Funds.
Ongoing Costs (Maintenance/ Operations)	• Ongoing annual expenses incurred for project maintenance shall be borne by the Project Sponsor unless specifically identified in the funding agreement.

POLICY 5: FUNDING FOR PROGRAM- AND PROJECT-RELATED COSTS INCURRED DIRECTLY BY ALAMEDA CTC

POLICY: Costs Alameda CTC incurs directly related to the management and implementation of programs and projects shall be eligible for the funding made available for those programs and projects. The eligibility of these costs shall be limited to any restrictions related to such costs for any individual fund source. General fund administration costs related to congestion management activities are allocated to congestion management projects in compliance with Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance).

PURPOSE: To establish guidelines by which costs incurred directly by Alameda CTC related to the management and implementation of programs and projects are segregated to identify fund sources for such costs.

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GUIDELINES: The following provisions are intended to support the purpose of this policy:

A. **Direct costs related to activities directly related to capital projects, programs, planning, and grants.** These direct costs shall be posted to appropriate funds or activities. Salaries and benefits shall be supported by timecards, and direct consulting and other costs shall be supported by approved invoices. Where specific agreements are in place, direct cost along with indirect cost allocations shall be posted to specific projects or grants (see below). Where such agreements do not exist, the direct costs shall be posted to a control account within the capital projects or program funds.

B. **Indirect costs related to congestion management activities that don't directly relate to a specific capital or planning project, or program.** Such costs shall be accumulated under the General Fund and supported by time cards, invoices, and other appropriate documents. The indirect cost ratio for billing purposes will be based on General Fund congestion management-related allowable costs. The cost allocation methodology will comply with Uniform Guidance.

C. **Cost allocation plan.** Alameda CTC shall maintain a cost allocation plan as required by Uniform Guidance, certified by the Director of Finance, accepted and/or approved by Caltrans as the cognizant agency, and available to grant funding agencies.

D. **Billing system.** Alameda CTC shall implement a billing system, supported by acceptable detail for direct and indirect costs. However, no allowance shall be made for profit margin.

E. **Salary and administration limitations.** All direct costs and billable indirect costs shall be excluded from the salary and administration limitations set forth in the 2000 Measure B TEP and in the 2014 Measure BB TEP. Alameda CTC shall use general fund administrative costs to compute the administrative cost ratios.

POLICY 6: LOCAL BUSINESS CONTRACT EQUITY PROGRAM

POLICY: Alameda CTC has established this Local Business Contract Equity (LBCE) Program to create economic growth and jobs within Alameda County by requiring local contracting that supports residents and businesses in Alameda County. The LBCE Program helps to identify and engage the participation of Local Business Enterprise (LBE), Small Local Business Enterprise (SLBE), and Very Small Local Business Enterprise (VSLBE) firms located in Alameda County on applicable contracts.

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PURPOSE: To continue support for the hiring of local contractors, vendors, suppliers, and service providers on contracts funded wholly, or in part, by funding approved by Alameda County voters. The LBCE Program contributes to the overall economic vitality of the County by:

1. Encouraging businesses to locate and remain in Alameda County.
2. Providing employment opportunities for residents of Alameda County.
3. Generating economic activity and stimulating the local economy.

GUIDELINES: This program applies to contracts funded solely by any combination of Measure B, Measure BB, VRF, and/or local funds. Contracts that include state and federal funds must adhere to state and federal requirements. Full policy and program requirements are detailed here: https://www.alamedactc.org/app_pages/view/4543

Funds may be subject to rescission or ineligible for reimbursement if the Project Sponsor is determined to be out-of-compliance.

POLICY 7: ALAMEDA CTC PROJECT AND PROGRAMS MANAGEMENT POLICIES

POLICY: Alameda CTC shall administer and manage project delivery efforts and program implementation through these policies and procedures.

Direct Local Distribution Programs Management Policy: As the administering agency for the Measure BB DLD program, Alameda CTC is responsible for monitoring and compliance administration of the DLD recipients. Alameda CTC reserves up to one percent (1%) of Measure BB DLD funds to provide oversight to the DLD program.

Capital Projects and Programs Management Policy: As the implementing agency for several countywide significant Measure BB related projects identified in the Capital Project Delivery Plan (CPDP), Alameda CTC has assumed the lead in project management and project delivery using its own staff and consultant resources. Alameda CTC reserves up to five percent (5%) of Measure BB discretionary funds to effectively deliver Measure BB transportation projects and to oversee projects being implemented by other agencies. These funds support costs associated with establishing policies, procedures, ongoing project management oversight, preliminary scoping and planning, and other core functions related to the Measure BB capital program delivery not directly related to Measure BB capital commitments for individual projects.

Project and Program-wide Contingency Reserve: Furthermore, the CPDP recommends programming Measure BB funds for specific project phases, including set-asides for program-wide management, oversight, and monitoring, as well as a program-wide risk

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contingency. Each project will include budget allowances that account for risk and unknowns. Where risk issues are common to many projects, Alameda CTC may elect to place those budget amounts into a program-wide contingency reserve. This is referred to herein as the Project and Program-wide Contingency Reserve.

PURPOSE: Alameda CTC is responsible for administering the voter-approved transportation programs, Congestion Management Agency (CMA) functions, and emerging countywide transportation needs and initiatives. Alameda CTC requires these projects and program management policies to provide continuing support and resources for these functions; to strengthen and enhance the agency's position within the changing framework of regional, state, and federal transportation agencies; and to increase responsiveness to new regional and state climate change mandates.

GUIDELINES: Alameda CTC's annual requirements related to project and program implementation, oversight, and delivery management costs will be assessed through Alameda CTC's budgetary process.

POLICY 8: PROGRAMMING POLICIES FOR OUTREACH AND TRANSPARENCY

POLICY: The project selection and prioritization process employed for the development of the CIP, which begins with the Countywide Transportation Plan (CTP) update process, shall satisfy the requirements for all the fund sources included in the CIP, including federal, state, regional, and local sources. The CTP update process shall include significant efforts to satisfy requirements related to notification, outreach, and transparency typically satisfied at the time of individual, fund-specific calls for projects.

PURPOSE: To ensure that the notification, outreach, and transparency measures that Alameda CTC employs to identify potential uses for transportation funding from the full range of sources available in Alameda County satisfy all programming policies from other agencies pertaining to the specific fund sources being programmed by Alameda CTC. By satisfying the most stringent of requirements, Alameda CTC will be afforded flexibility at the time of programming to match the most appropriate, available fund source to the priorities at the time of programming.

GUIDELINES: Project Sponsors are required to support this policy through outreach programs and notifications which reach all applicable geographic areas, communities, and target populations during solicitations for proposed uses of Alameda-CTC Administered Funds available for transportation programs and projects within Alameda County. The outreach must engage disadvantaged communities, including Metropolitan Transportation Commission-defined Equity Priority Communities and other underserved populations.

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POLICY 9: LOCAL COOPERATION POLICY

POLICY: Project Sponsors receiving DLD funds are not eligible to receive a reimbursement of staff time costs through allocations of Alameda CTC Administered Funds for oversight activities not directly related to project implementation.

Local jurisdictions shall work in full cooperation with the implementing agency to assist in project implementation and delivery, where appropriate and as needed. This includes providing support, coordination, monitoring, technical assistance, etc. A local jurisdiction's costs associated with these activities to further a project implemented by Alameda CTC, a local jurisdiction (as the Project Sponsor), or another implementing agency within a jurisdiction's locality shall be funded through the local jurisdiction's eligible local fund sources such as Measure B, Measure BB, and VRF DLD funds in lieu of a local jurisdiction billing these costs directly to the project or against its funding allocation.

PURPOSE: To ensure jurisdictions directly benefiting from the expected outcomes of projects in their locality, implemented by Alameda CTC or other implementing agencies, are active funding partners to further the delivery of such improvement projects, and to ensure DLD recipients are using DLD funds predominately on contracts, services, and materials, rather than for contract administration.

GUIDELINES: Local agency-incurred costs such as staff costs associated with providing technical assistance, support, or coordination to further project delivery by another implementing agency can be included in the total cost and funding amounts for the purposes of cost and risk sharing at the total project level. Fees associated with permitting, plan review, and other general costs associated with the project shall be supported by the local jurisdiction in which the project is implemented, where feasible and appropriate. These costs shall not be included in the costs eligible for reimbursement by the allocated discretionary Alameda CTC Administered Funds, unless they are specifically identified as eligible in the funding agreement.

POLICY 10: SMALL CITIES PROGRAM POLICY

POLICY: Cities within Alameda County with a population of less than 25,000 shall be considered for certain exceptions from Alameda CTC's local match requirements and/or Local Cooperation Policy requirements, and local projects that have demonstrated multi-jurisdictional transportation significance shall receive consideration for delivery support from Alameda CTC, where practical and feasible.

PURPOSE: To assist smaller cities in Alameda County in their project delivery efforts through relieving matching requirements, exploring financial strategies, and providing

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project delivery/implementation support, where feasible, since small cities in Alameda County may not be financially equipped or resourced to meet certain project delivery needs and funding matching requirements.

Small cities receive limited Measure B, Measure BB, and VRF DLDs in comparison to larger cities and often have difficulties finding the financial resources needed to satisfy minimum matching requirements, especially for larger transportation projects.

GUIDELINES: To qualify as a small city under this policy, a city must have a population of less than 25,000 as reflected in the most currently available California Department of Finance's population estimate.

As such, Alameda CTC may elect to waive matching requirements and/or Local Cooperation Policy requirements based on a small city's request during the programming and allocation processes, or project coordination processes. Additionally, Alameda CTC will support facilitating federal-local funding exchanges, whenever possible, to alleviate certain funding requirements required by external sources.

POLICY 11: MATCHING AND LEVERAGING POLICY

POLICY: For projects that have successfully secured other non-Alameda CTC discretionary funding, Alameda CTC shall consider fulfilling a portion of the minimum match required by external funding for projects and programs.

PURPOSE: To maximize the leveraging capacity of Alameda CTC Administered Funds such as Measure B, Measure BB, VRF Program, and TFCA Program funds.

GUIDELINES: Through Alameda CTC's programming and allocation processes, Project Sponsors must document the following:

1. Identify a project delivery and funding plan that describes the project scope, costs, and schedule.
2. Document the approved programming of other, non-Alameda CTC discretionary funds to a project.
3. Cite the minimum matching amount required by the secured non-Alameda CTC funding source.
4. Identify the amount of matching funds requested from Alameda CTC. Matching funds will not address any project cost increases.
5. Provide a cost-sharing proposal between all prospective funding partners.

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Alameda CTC may consider recommending programming and allocation to fulfill either a portion or the entire amount requested, based on available fund capacity, project delivery strategy, funding timelines, and leveraging significance.

POLICY 12: DEBT ISSUANCE POLICY

POLICY: Alameda CTC's adopted debt policy governs the issuance and management of all debt funded through capital markets, direct bank loans, and federal lending programs, including the selection and management of related financial and advisory services and products.

The debt policy adopted by the Commission September 2021 can be reviewed here: https://www.alamedactc.org/wp-content/uploads/2021/11/AlamedaCTC_Debt_Policy_2021.pdf

PURPOSE: To establish guidelines for the issuance and management of Alameda CTC debt. The policy also confirms the commitment of the Commission, management, staff, and other decision makers to adhere to sound financial management practices.

The purpose of debt financing falls into three categories:

1. To finance new capital infrastructure.
2. To refinance existing bonds to reduce financing costs and/or risk.
3. To reimburse an agency for eligible capital expenditures made within the last eighteen (18) months.

GUIDELINES: Priorities of the debt policy are as follows:

- Effectively manage and mitigate financial risk.
- Maintain strong credit ratings and good investor relations.
- Achieve the lowest cost of capital.
- Preserve future program flexibility.
- Maintain ready and cost-effective access to the capital markets.

Responsibility for implementation of the debt policy and day-to-day responsibility and authority for structuring, implementing, and managing Alameda CTC's debt and finance program, resides with the Executive Director and Deputy Executive Director of Finance and Administration and requires the Commission to specifically authorize each debt financing.

Alameda CTC's CIP is used in combination with Alameda CTC's debt policy to ensure proper allocation and financing of Alameda CTC sponsored projects. This CIP sets priorities and strategies for allocating Alameda CTC Administered Funds under its guiding principles, while the debt policy provides policy direction and limitations for proposed financings. Debt issuances for capital projects are considered and included in

the CIP and presented to the Commission for review and approval as part of the CIP planning process.

The philosophy of Alameda CTC is to fund all projects in the transportation expenditure plans on a pay-as-you-go basis for as long as possible. This strategy minimizes borrowing costs and maximizes tax dollars for projects. The agency considers the issuance of debt when capital program cash flow demand exceeds projected annual revenue capacity over a specified time. The agency's policy is to issue bonds for broad-based program needs and on projects for which Alameda CTC is the Project Sponsor. This is consistent with both the economic and program management objectives of the agency.

As borrowing needs are identified, Alameda CTC evaluates the nature of the capital investment to determine if either long- or short-term debt is the appropriate financing mechanism to meet the funding need. Standards for the appropriate use of debt financing include:

A. **Long-Term Capital Projects:** Debt should be used to finance capital projects on a programmatic basis where it is cost effective and fiscally prudent. The debt repayment period should not exceed 120 percent (120%) of the useful life of the project being financed or the term of the pledged sales tax measure. The ability or need to expedite or maintain the programmed schedule of approved capital projects is a factor in the decision to issue debt.

B. **Debt Financing Mechanism:** Alameda CTC evaluates the use of financial alternatives available including, but not limited to, long-term debt, short-term debt, commercial paper, direct bank loans, federal lending programs, lines of credit, and inter-fund borrowing. Alameda CTC utilizes the most cost-effective financing alternative consistent with limiting Alameda CTC's risk exposure.

C. **Credit Quality:** All Alameda CTC debt management activities for new debt issuances are conducted in a manner conducive to receiving the highest credit ratings possible.

The market for municipal finance is well developed and provides numerous products or types of debt including long-term, short-term, and variable-rate debt with various terms and structures and compliance requirements that Alameda CTC evaluates on a case-by-case basis.

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ALAMEDA
County Transportation Commission

2026 Comprehensive Investment Plan

Appendix F

Alameda CTC Strategic Plan



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Alameda County Transportation Commission

COMPREHENSIVE INVESTMENT PLAN
STRATEGIC PLAN

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STRATEGIC PLAN

1. Purpose

Alameda County maintains a highly diverse transportation network complete with highway infrastructure, express lanes, local roadways, freight and port facilities, rail and bus transit, and bicycle and pedestrian improvements. Its wide range of transportation infrastructure may differ dramatically from one area of the county to the other as each respective community has unique transportation needs. Alameda CTC's goal is to leverage local funds under its purview to help secure additional competitive local, regional, state, and federal transportation funding dollars to fund a balanced set of countywide transportation projects to maintain a well-connected and efficient system for the whole county.

The Alameda County Transportation Commission (Alameda CTC) administers voter-approved sales tax programs (2000 Measure B and 2014 Measure BB), and the Vehicle Registration Fee (VRF) program (2010 Measure F) that provide critical funding for delivering transportation improvements within the county. The most significant source of funding under Alameda CTC's purview ("Alameda CTC Administered Funds") is the Measure BB sales tax revenue generated through the voter-approved 2014 Transportation Expenditure Plan (2014 TEP) in November 2014. The duration of the 2014 TEP is thirty (30) years, from April 1, 2015 to March 31, 2045. The 2014 TEP is projected to generate approximately $7.8 billion in revenues for transportation investments ranging from bus/ferry/commuter rail services and operations, streets and highways improvements, student transit passes, community development initiatives, technology and innovation programs, bicycle/pedestrian enhancements, and transportation programs for seniors and people with disabilities.

Although the 2014 TEP is anticipated to generate a significant source of funding for Alameda County, the transportation funding need far outweighs the expected revenue generation required to complete the project and program delivery of the 2014 TEP in its entirety. Over 50 percent (approximately $4.1 billion) of the revenues generated are annually returned to local jurisdictions as Direct Local Distributions for local agencies to use at their own discretion. The remaining $3.7 billion is split among "Named" capital projects ($1.2 billion) and discretionary programs ($2.3 billion). The 2014 TEP recognizes investments within specific categories and types, and the Measure BB total revenue will not be able to fulfill the total funding needs. It is imperative that the Commission strategize investments to leverage external funding to fulfill the capital program needs.

The aim of the Strategic Plan is to simultaneously:

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1. Prioritize Project and Program Investments
   Identify project investment strategies using Alameda CTC Administered Funds to get projects in a state of readiness to compete for available external funds as they presumably become available over the life of the strategic plan.

2. Maximize Measure BB Investments/Leveraging Strategy
   Identify an investment strategy to ensure that Measure BB is used to expediate the delivery of projects while also serving as the basis to attract external competitive funding to Alameda County, such as Regional Measure 3, Senate Bill 1 programs, and U.S. Department of Transportation competitive programs.

3. Guide Project Delivery Strategy
   Identify project delivery strategies for an Alameda County portfolio of project investments that depict which projects can be delivered in whole, or in part, by the Measure BB sales tax program, other Alameda CTC-Administered Funds, or prospective external competitive funding programs. It also identifies the funding challenges leading up to full project implementation and the potential risks of early project development investments toward projects with incomplete funding.

The Strategic Plan addresses near-term financial implementation of countywide projects, including funding constraints, priority projects, and potential strategies. The strategies attempt to leverage existing local Alameda CTC administered fund sources against various outside funding programs anticipated in the next decade that aim to address any shortfall.

For Alameda CTC-implemented projects, Alameda CTC intends to pursue competitive funds from Senate Bill 1 Programs, Regional Measure 3, State Transportation Improvement Program (STIP), federal programs, and by encouraging local cooperation and funding partnerships with jurisdictions where a project resides or by whom might receive benefit. Local jurisdictions are encouraged to apply for these discretionary opportunities to maximize Alameda CTC funds to the fullest extent.

2. Guiding Principles

The Strategic Plan Guiding Principles identified below support decision making to generate a portfolio of quality candidate projects for Alameda CTC Administered Funds and a prospective for external funds available to Alameda County jurisdictions.

These guiding principles are to:

1. Achieve the Alameda CTC's mission and vision and goals.

   In September 2019, Alameda CTC approved the vision and goals for the 2020 Countywide Transportation Plan (CTP).

   Vision: Alameda County residents, businesses and visitors will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.

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To complete this vision, Alameda CTC prioritizes projects that achieve these aspiring goals for Alameda County's transportation system:

- Accessible, Affordable and Equitable
- Safe, Healthy and Sustainable
- High Quality and Modern Infrastructure, and
- Economic Vitality

2. Identify Alameda CTC sponsored and implemented projects based on project delivery strategies, transportation benefits, resource capabilities, and funding strategies that maximize leveraging Alameda CTC Administered Funds.

3. Prioritize Alameda CTC sponsored and implemented projects for available local, regional, state and federal funds that may be available to Alameda County based on Alameda CTC implementing multi-jurisdictional, resource intensive, county significant, and/or regional significant projects.

4. Prioritize 2014 TEP named capital projects by providing an investment and delivery strategy for Project Sponsors that promotes project development through upcoming prospective funding opportunities.

5. Establish a systematic programming and allocation strategy for Alameda CTC Administered Funds to promote project delivery and project readiness. This includes an assessment of prospective local, regional, state, and federal fund sources anticipated to be made available to Alameda County.

6. Ensure the investment strategy remains flexible to provide capacity to respond to emerging and unanticipated needs in terms of both evolving project initiation and development needs, as well as changes in funding opportunities, amounts, and programs that may require flexibility in adjusting the overall funding strategy of the Strategic Plan.

7. Provide an informational tool for agency's project management, project delivery, resource management, and financing strategies.

8. Adhere to the Alameda CTC's budgeting and financing policies including:
    a. Use a pay-as-you-go financing strategy until an immediate need to issue debt for project(s) is required.
    b. Debt shall not be utilized for operating expenses.
    c. Maintain an adequate level of reserves and support strong bond ratings.

9. Create synchronicities between Alameda CTC's CTP, TEPs, modal plans, CIP, local plans, and other delivery strategies plans, where feasible.

10. Optimize leveraging of external local, regional, state, and federal funding sources available through opportunities such as Project Sponsor local funds, Senate Bill 1, State Transportation Improvement Program funds, Regional Measures, Federal Programs.

3. Measure B and Measure BB Commitments

The following attachments reflect current 1986 Measure B, 2000 Measure B and 2014 Measure BB commitments and allocations. These investments have yielded significant leveraging of external fund sources such as the Senate Bill 1, Regional Measure 3, and STIP funds.

ACTC_AR4192

Alameda CTC 1986 Measure B Capital Program
Strategic Plan - Project Commitment and Allocation Summary
Remaining Active Capital Projects

May 2025

ACTA No.	ACTA No. Title	Total 1986 Measure B Commitment ($ x 1,000)	Total Amount Allocated To Date ($ x 1,000)	Remaining Programmed Balance (Un-Allocated) ($ x 1,000)
MB226	Quarry Lakes Parkway Project (Note 1)	$ 69,801	$ 26,796	$ 43,005
MB240	Central Alameda County Freeway System Operational Analysis	$ 5,000	$ 5,000	$ -
MB241	Castro Valley Local Area Traffic Circulation Improvement	$ 5,000	$ 5,000	$ -
MBVar	Program-Wide and Project Closeout Costs (Note 2)	$ 5,750	$ 5,750	$ -
	Totals	**$ 85,551**	**$ 42,546**	**$ 43,005**

Notes:

1. The City of Union City is the project sponsor and implementing agency for the Quarry Lakes Parkway Project (PN 1177001). The remaining 1986 Measure B commitment for MB226 for the Alameda CTC-sponsored I-880 to Mission Blvd East-West Connector Project was transferred to the Quarry Lakes Parkway Project by the Commission in March 2018. The first allocations of 1986 Measure B funding for the Quarry Lakes Parkway Project were approved by the Commission in November 2020. The Total 1986 Measure B Commitment for the Quarry Lakes Parkway Project was adjusted by the Commission in November 2024.
2. The Program-Wide and Project Closeout Costs (MBVar) commitment is programmed and allocated for program-wide and project closeout activities related to multiple projects and the capital program overall such as post-project obligations, financial closeout, right of way transfers, and other activities requiring post-project coordination for closeout.

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Alameda CTC 2000 Measure B Capital Program
Strategic Plan - Project Commitment and Allocation Summary

May 2025

ACTIA No.	ACTIA No. Title	Total 2000 Measure B Commitment ($ x 1,000)	Total Amount Allocated To Date ($ x 1,000)	Remaining Programmed Balance (Un-Allocated) ($ x 1,000)
01	ACE Capital Improvements	$ 13,184	$ 13,184	$ -
02	BART Warm Springs Extension	$ 224,448	$ 224,448	$ -
03	BART Oakland Airport Connector	$ 89,052	$ 89,052	$ -
04	Oakland Downtown Streetscape Project	$ 6,358	$ 6,358	$ -
05	Fruitvale Transit Village - 5A/5B	$ 4,435	$ 4,435	$ -
06	Union City Intermodal Station	$ 12,561	$ 12,561	$ -
07	San Pablo/Telegraph Corridors - AC Transit	$ 24,444	$ 24,444	$ -
08	I-680 Express Lanes	$ 35,197	$ 35,197	$ -
09	Iron Horse Transit Route	$ 6,267	$ 6,267	$ -
10	I-880/Broadway-Jackson Interchange	$ 8,101	$ 8,101	$ -
11	I-880/Washington Avenue Interchange	$ 1,335	$ 1,335	$ -
12	I-580 Interchange Improvements in Castro Valley	$ 11,525	$ 11,525	$ -
13	Lewelling Boulevard/East Lewelling Boulevard	$ 13,104	$ 13,104	$ -
14	I-580 Auxiliary Lanes	$ 13,029	$ 13,029	$ -
15	I-880/Route 92/Whitesell Drive Interchange	$ 27,037	$ 27,037	$ -
16	Oakland Local Streets and Roads	$ 5,278	$ 5,278	$ -
17	Hesperian Boulevard/Lewelling Boulevard Widening	$ 1,264	$ 1,264	$ -
18	Westgate Parkway Extension	$ 8,518	$ 8,518	$ -
19	East 14th St/Hesperian Blvd/150th St Improvements	$ 3,218	$ 3,218	$ -
20	Newark Local Streets	$ 1,422	$ 1,422	$ -
21	I-238 Widening	$ 81,022	$ 81,022	$ -
22	I-680/I-880 Cross Connector Studies	$ 1,233	$ 1,233	$ -
23	Isabel Avenue - Route 84/I-580 Interchange	$ 26,529	$ 26,529	$ -
24	Route 84 Expressway Widening	$ 96,459	$ 96,459	$ -
25	Dumbarton Corridor Improvements (Newark and Union City)	$ 19,367	$ 19,367	$ -
26	I-580 Corridor/BART to Livermore Studies	$ 41,831	$ 41,831	$ -
27	Emerging Projects	$ 10,251	$ 10,251	$ -
	Totals	**$ 786,469**	**$ 786,469**	**$ -**

Notes:

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Alameda CTC 2014 Measure BB Program
All TEP Commitments and Allocations Summary

5/22/25

TEP ID	Type	Title	Total Measure BB Commitment	Total Programmed to Date	Total Amount Allocated To Date	Total Remaining Commitment Balance (Un-Allocated)
07	Disc	Transit: Operations, Maintenance and Safety Program- Innovative Grant Funds		$ 31,500,000	$ 31,500,000	
08	Fixed Program	Affordable Student Transit Pass Program	$ 15,000,000	$ 10,260,000	$ 10,260,000	**$ 4,740,000**
12	Disc	Coordination and Service Grants (Paratransit)		$ 2,980,000	$ 2,980,000	
13	Named	Telegraph Ave/East 14th/International Blvd Project	$ 10,000,000	$ 10,000,000	$ 10,000,000	$ -
14	Named	Alameda to Fruitvale BART Rapid Bus	$ 9,000,000	$ 9,000,000	$ 1,350,000	**$ 7,650,000**
15	Named	Grand/MacArthur BRT	$ 6,000,000	$ 97,000	$ 97,000	**$ 5,903,000**
16	Named	College/Broadway Corridor Transit Priority	$ 10,000,000	$ 100,000	$ 100,000	**$ 9,900,000**
17	Named	Irvington BART Station	$ 120,000,000	$ 26,710,000	$ 26,710,000	**$ 93,290,000**
18	Named	Bay Fair Connector/BART METRO	$ 100,000,000	$ 35,435,000	$ 35,435,000	**$ 64,565,000**
19	Named	BART Station Modernization and Capacity Program	$ 90,000,000	$ 37,220,000	$ 37,220,000	**$ 52,780,000**
20	Named	Valley Link	$ 400,000,000	$ -	$ -	**$ 400,000,000**
21	Disc-Cap	Dumbarton Corridor Area Transportation Improvements	$ 120,000,000	$ 17,536,000	$ 17,536,000	**$ 102,464,000**
22	Named	Union City Intermodal Station	$ 75,000,000	$ 3,051,000	$ 3,051,000	**$ 71,949,000**
23	Disc-Cap	Railroad Corridor Right of Way Preservation and Track Improvements	$ 110,000,000	$ 32,587,000	$ 32,587,000	**$ 77,413,000**
24	Named	Oakland Broadway Corridor Transit	$ 10,000,000	$ 5,400,000	$ 5,400,000	**$ 4,600,000**
25	Named	Capitol Corridor Service Expansion	$ 40,000,000	$ -	$ -	**$ 40,000,000**
26	Disc-Cap	Congestion Relief, Local Bridge Seismic Safety	$ 639,000,000	$ 208,405,000	$ 208,405,000	**$ 430,595,000**
27	Disc-Cap	Countywide Freight Corridors	$ 161,000,000	$ 137,067,000	$ 136,707,000	**$ 24,293,000**
29	Named	I-80 Gilman Street Interchange Improvements	$ 24,000,000	$ 12,000,000	$ 12,000,000	**$ 12,000,000**
30	Named	I-80 Ashby Interchange Improvements	$ 52,000,000	$ 19,069,000	$ 19,069,000	**$ 32,931,000**
31	Named	SR-84/I-680 Interchange and SR-84 Widening	$ 122,000,000	$ 122,000,000	$ 122,000,000	$ -
32	Named	SR-84 Expressway Widening (Pigeon Pass to Jack London)	$ 10,000,000	$ 10,000,000	$ 10,000,000	$ -
33	Named	Safety Improvements approaching and through the I-580/I-680 Interchange	$ 20,000,000	$ 1,100,000	$ 1,100,000	**$ 18,900,000**
34	Named	I-580 Local Interchange Improvement Program	$ 28,000,000	$ 1,380,000	$ 1,380,000	**$ 26,620,000**
35	Named	I-680 HOT/HOV Lane from SR-237 to Alcosta	$ 60,000,000	$ 60,000,000	$ 60,000,000	$ -
36	Named	I-880 corridor operational and IC safety improvements in Central County and north on I-880 up to the Hegenberger/I-880 IC	$ 20,000,000	$ -	$ -	**$ 20,000,000**
37	Named	I-880 Broadway/Jackson Multimodal Transportation and Circulation Improvements	$ 75,000,000	$ 73,892,000	$ 73,892,000	**$ 1,108,000**
38	Named	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	$ 60,000,000	$ 10,800,000	$ 10,800,000	**$ 49,200,000**
39	Named	I-880 Industrial Parkway Interchange Improvements	$ 44,000,000	$ 10,700,000	$ 10,700,000	**$ 33,300,000**
40	Named	I-880 Local Access and Safety Improvements	$ 85,000,000	$ 56,308,000	$ 56,308,000	**$ 28,692,000**
41	Disc	Freight and Economic Development Program		$ 9,796,000	$ 9,796,000	
42	Disc-Cap	Gap Closure on Three Major Trails	$ 264,000,000	$ 69,335,000	$ 68,398,000	**$ 195,602,000**
44	Disc	Bicycle and Pedestrian Grant Program		$ 33,114,000	$ 31,899,000	
45	Disc	Community Investments That Improve Transit Connections to Jobs and Schools		$ 78,790,000	$ 78,790,000	
46	Disc	Technology, Innovation & Development Program		$ 22,426,000	$ 22,426,000	
		Subtotal (Fixed Commitments)	**$ 2,779,000,000**	**$ 979,452,000**	**$ 970,505,000**	$ 1,808,495,000
		Subtotal (Percentage Based)		**$ 178,606,000**	**$ 177,391,000**	
		Subtotal (Fixed + Percentage)		**$ 1,158,058,000**	**$ 1,147,896,000**	

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ALAMEDA
County Transportation Commission

2026 Comprehensive Investment Plan

Appendix G

Funding Distribution



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Alameda County Transportation Commission

COMPREHENSIVE INVESTMENT PLAN

FUNDING DISTRIBUTION

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FUNDING DISTRIBUTION OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is responsible for programming funding from federal, state, regional, and local fund sources across Alameda County to transportation projects and programs. Alameda CTC's Comprehensive Investment Plan (CIP) programs federal, state, regional, and local fund sources in consideration of addressing critical transportation needs, project readiness, countywide funding equity, modal equity, and leveraging opportunities.

The pursuit of equitable funding distribution across Alameda County is a vital objective in the CIP to ensure transportation dollars are programmed to the diverse transportation needs in the county.

Alameda CTC's programming is guided by the CIP programming principles and project selection guidelines during each CIP programming cycle. As such, the funding distribution derived in the CIP is subject to the Commission's priority of investments during a programming event, the availability and eligible uses of fund sources, and the projects and programs proposed by Project Sponsors. In general, the CIP prioritizes funding for projects and programs that are ready for implementation with secured funding plans and demonstrated readiness within the first few years of a given CIP five-year horizon.

Since 2015, the CIP has programmed over $1.88 billion in transportation dollars across all Alameda County jurisdictions. This appendix includes a summary of the CIP's programming investments by:

1. Project Phase
2. Project Type/Mode
3. Planning Area

1. Programming by Project Phase

The CIP fundamental programming principles include an investment strategy to target available funding resources for a diverse portfolio of projects and programs in various stages of project development, implementation, and construction.

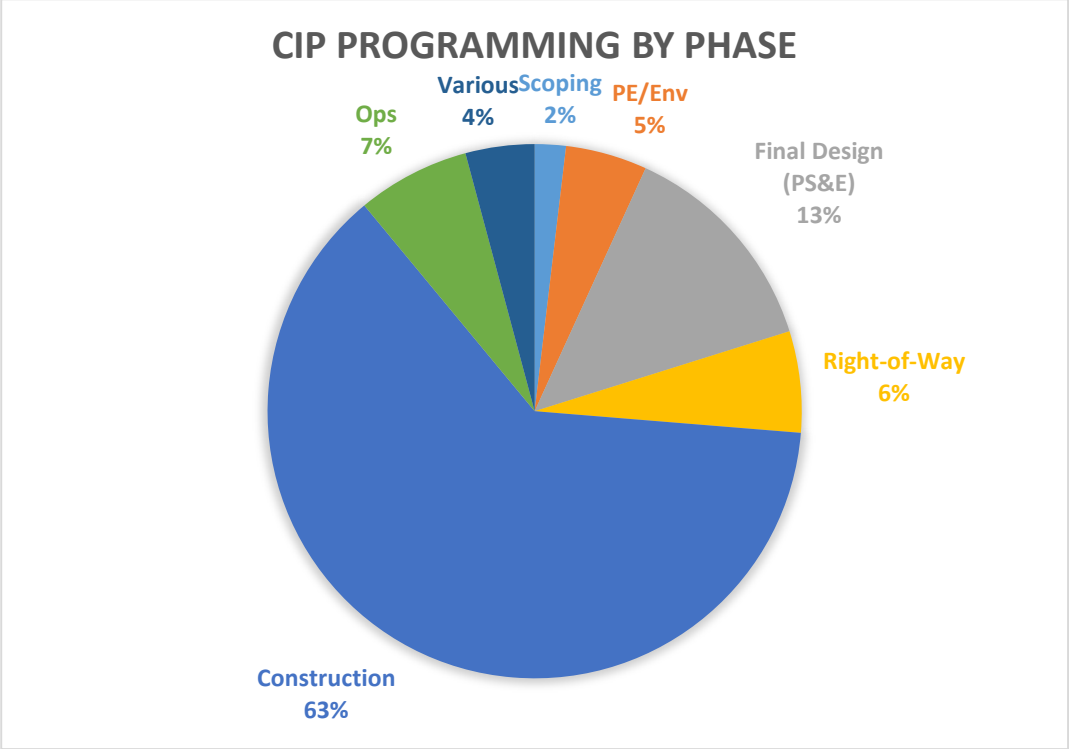
The goal is to strike a balance between investments in project development and construction capital phases that work simultaneously to:

- Establish a pipeline of projects moving toward the construction phase.
- Implement projects ready for construction.
- Develop transportation projects to a point of project readiness so that Project Sponsors may apply for and potentially secure competitive federal, state and regional funding sources as they become available.

Alameda CTC provides local cities, the county, and transit with Measure B, Measure BB, and VRF formula Direct Local Distribution funds that assist these agencies in initiating and developing their projects and programs for future inclusion in the CIP. These Direct Local Distribution funds are not part of the CIP funding distribution analysis but are a significant source of funding for all jurisdictions.

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The current CIP Programming by Phase includes a range of funding investments progressively increasing in amount from the scoping, preliminary engineering, design, to the construction phases. The majority of CIP programming to date is committed to the construction phase.

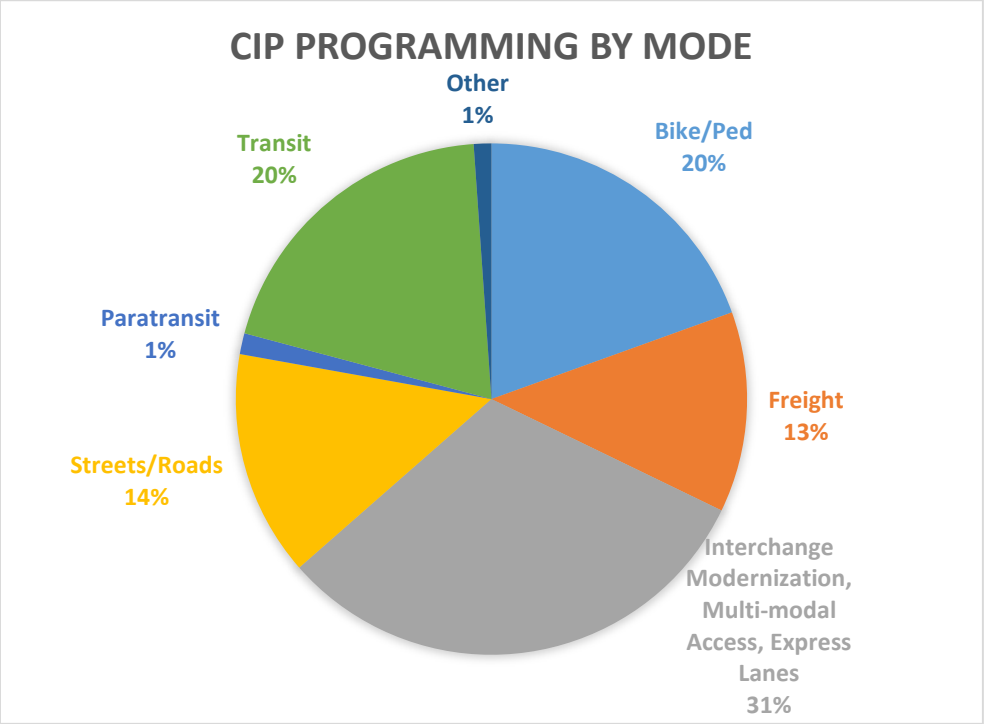


2. Programming by Project Type/Mode

Alameda County's transportation system is a diverse network of highway infrastructure, bicycle/pedestrian routes, local streets and roads, and transit routes that are each connected to provide the community with a complete multimodal network of transportation travel options.

The CIP strives to make investments in all modes of transportation to build and maintain Alameda County's transportation infrastructure and program operations. Alameda CTC investments are limited by use of fund eligibilities of certain funding sources, e.g., Measure B, Measure BB, and VRF bicycle/pedestrian funds can only be used toward bicycle/pedestrian-related improvements.

However, due to the wide variety of fund sources programmed through the CIP, the CIP support a field of projects providing improvements to bicycle/pedestrian networks, local streets and roads, highway infrastructure, paratransit programs, transit, freight, and community developments.



3. Programming by Planning Area

Alameda CTC considers funding equity across the jurisdictions and planning areas during a given CIP programming cycle and over multiple cycles. This requires examining types of projects proposed to the CIP, project readiness, and eligibilities of the fund sources available at the time of programming to those projects and programs. Alameda CTC uses a traditional population share-based methodology where the percentage share of population by planning area is used as a standard point of reference for determining the equitable percentage share of funding . Alameda CTC defines planning areas as four main geographic areas (north, central, south, east) as depicted in the table below.

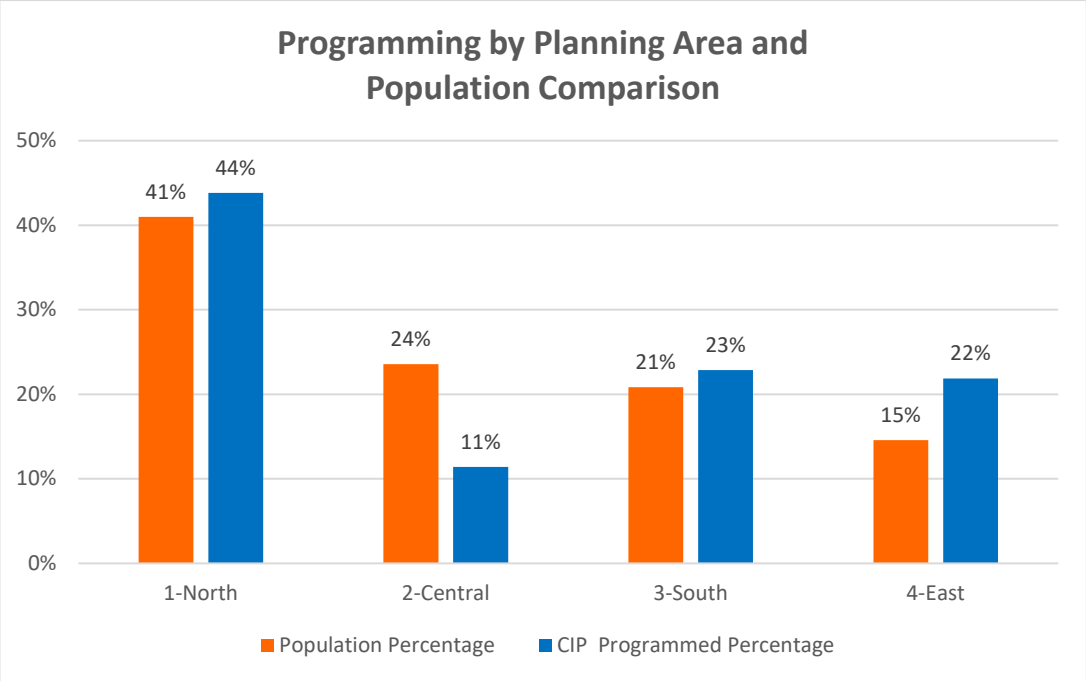
Planning Area	Jurisdictions
Planning Area 1 **North Area**	• Alameda • Albany • Berkeley • Emeryville • Oakland • Piedmont
Planning Area 2 **Central Area**	• Hayward • San Leandro • Unincorporated areas of Castro Valley and San Lorenzo
Planning Area 3 **South Area**	• Fremont • Newark • Union City
Planning Area 4 **East Area**	• Dublin • Livermore • Pleasanton, and all unincorporated lands in that area

Within these planning areas, the population distribution is focused in the more urbanized cities such as those in the North planning area.

Planning Area	Population	Percent
1 - North	672,912	41%
2 - Central	387,092	24%
3 - South	342,317	21%
4 - East	239,548	15%
Total	1,641,869	100%

The CIP programs available transportation dollars to the Project Sponsors in consideration of the population share. However, it should be noted as described within the CIP's programming principles and project selection guidelines, population share is not the only factor in consideration. Other factors such as programming priorities, funding eligibilities, project readiness, and project types at the time of CIP programming are factors that affect level of investment by planning area.

To date, the CIP's programming investments by planning area, is +/- 12 percent relative to the population share of a planning area.



Alameda CTC's future CIP programming will continue to target and consider the balance of funding distribution across phases, modes, and planning areas.

ACTC_AR4206



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Alameda CTC

FY2024/25 2014 MBB Direct Local Distributions

Description	Local S&R	Transit Service	Bike & Ped	Paratransit	Total MBB FY2024/25 Direct Local Distributions
Alameda	$ 4,917,027.85	$ -	$ 527,409.46	$ 520,247.40	$ 5,964,684.71
Albany	1,184,335.49	-	137,305.74	89,241.36	1,410,882.59
Berkeley	7,775,091.71	-	846,647.87	821,191.56	9,442,931.14
Dublin	1,446,811.25	-	492,591.56	-	1,939,402.81
Emeryville	758,130.33	-	89,942.85	79,815.92	927,889.10
Fremont	5,969,723.16	-	1,548,700.76	1,405,505.03	8,923,928.95
Hayward	5,823,040.96	-	1,079,327.89	2,041,946.07	8,944,314.92
Livermore	2,402,382.68	-	573,056.46	-	2,975,439.14
Newark	1,207,458.23	-	315,043.25	314,512.25	1,837,013.73
Oakland	28,150,902.30	-	2,871,720.21	3,070,360.60	34,092,983.11
Piedmont	998,641.49	-	72,837.92	-	1,071,479.41
Pleasanton	1,852,373.65	-	513,148.57	569,104.91	2,934,627.13
San Leandro	3,439,263.13	-	588,391.44	738,733.89	4,766,388.46
Union City	1,686,855.95	-	448,782.05	528,262.84	2,663,900.84
LAVTA	-	1,848,610.53	-	912,741.28	2,761,351.81
Alameda County	-	-	986,757.14	-	986,757.14
Alameda County - North	206,999.55	-	-	-	206,999.55
Alameda County - Central	5,034,176.97	-	-	-	5,034,176.97
Alameda County - East	1,091,206.51	-	-	-	1,091,206.51
AC Transit District	-	69,507,755.87	-	16,637,494.76	86,145,250.63
Alameda Ferries	-	1,848,610.53	-	-	1,848,610.53
Altamont Rail - South	-	1,848,610.53	-	-	1,848,610.53
Altamont Rail - East	-	1,848,610.53	-	-	1,848,610.53
Union City Transit	-	924,305.28	-	-	924,305.28
BART	-	1,848,610.53	-	5,545,831.59	7,394,442.12
Total FY2024/25 Distributions	$ 73,944,421.21	$ 79,675,113.80	$ 11,091,663.17	$ 33,274,989.46	$ 197,986,187.64